# Report

OF THE

# Bombay Chamber of Commerce

## FOR THE YEAR 1929.

*(Established 22nd September 1836)*

*(Incorporated 18th June 1924)*

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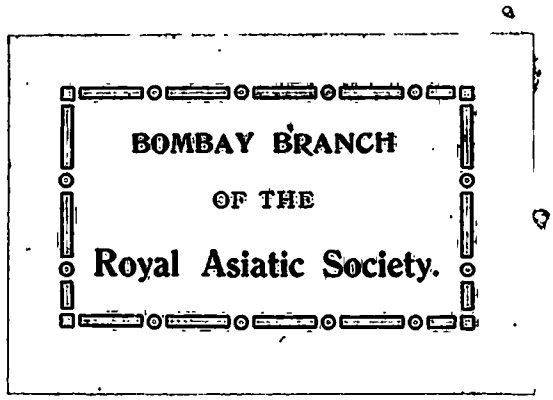
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LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

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# Bombay Chamber of Commerce.

ESTABLISHED 22ND SEPTEMBER 1836.

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| C. B. Skinner | 1841-42 |
| S. D. Murray | 1842-43 |
| J. Wright, E. Lyon | 1843-44 |
| T. Cardwell | 1844-45 |
| J. Smith | 1845-46 |
| W. Graham | 1846-47 |
| John Parsons | 1847-48 |
| A. G. Latham | 1848-49 |
| Robert Strong | 1849-50 |
| W. S. Grey | 1850-51 |
| John Parsons | 1851-52 |
| A. H. Campbell | 1852-53 |
| H. B. Gilmour | 1853-54 |
| James Graham | 1854-55 |
| W. E. Hunter | 1855-56 |
| A. T. Binny, H. B. Gilmour | 1856-57 |
| John Fleming | 1857-58 |
| Robert Ryrie | 1858-59 |
| H. D. Cartwright, Henry Scott | 1859-60 |
| Andrew Grant, George Hamilton, George Lord | 1860-61 |
| James N. Fleming, Michael H. Scott | 1861-62 |
| Robert Hannay, Alexander Brown | 1862-63 |
| Andrew Grant | 1863-64 |
| A. C. Gumpert, Alexander Stewart | 1864-65 |
| A. J. Hunter | 1865-66 |
| W. Christian, A. J. Hunter, Alexander Brown | 1866-67 |
| J. Foggo | 1867-68 |
| Hamilton Maxwell | 1868-69 |
| H. E. Astley, D. Graham | 1869-70 |
| A. D. Grant | 1870-71 |
| W. G. Hall | 1871-72 |
| J. K. Bythell | 1872-73 |
| H. E. Bright, E. Lord | 1873-74 |
| D. Watson | 1874-75 |
| J. A. Forbes | 1875-76 |
| G. F. Henry, Donald Graham | 1876-77 |
| Walter Lang | 1877-78 |
| M. Mowat | 1878-79 |
| C. Macdonald | 1879-80 |
| J. N. Graham | 1880-81 |
| E. Comber, W. M. Macaulay | 1881-82 |
| James Thorburn | 1882-83 |
| Sir F. Forbes Adam, Kt., C.I.E. | 1883-84, 1884-85, 1886, 1887, 1888, 1889 |
| A. F. Beaufort | 1890* |
| L.R.W. Forrest | 1890*, 1891, 1892* |
| J. L. Symons | 1892* |
| R. S. Campbell | 1893* |
| W.R. Macdonell | 1893*, 1894, 1895 |
| A. F. Beaufort | 1896 |
| A. Abercrombie | 1897 |
| R. H. Macaulay | 1898 |
| A. Abercrombie | 1899 |
| William Greaves | 1900, 1901, 1902* |
| J. M. Dick | 1902*, 1903 |
| C. H. Armstrong | 1904, 1905 |
| H. E. E. Procter | 1906 |
| C. H. Armstrong | 1907 |
| Sir Henry Procter, Kt. | 1908 |
| C. H. Armstrong | 1909 |
| R. G. Monteath | 1910 |
| Sir Chas. Armstrong, Kt. | 1911, 1912, 1913 |
| Marshall F. Reid, C.I.E. | 1914 |
| T. W. Birkett | 1915 |
| J. S. Wardlaw Milne | 1916 |
| Malcolm N. Hogg | 1917, 1918 |
| Nigel F. Paton | 1919 |
| A. H. Froom | 1920 |
| H. P. W. Macnaghten | 1921 |
| Sir Frank Nelson, Kt. | 1922, 1923 |
| L. S. Hudson | 1924 |
| V. A. Grantham | 1925 |
| Sir Joseph Kay | 1926 |
| Sir Leslie Hudson | 1927 |
| Sir Hugh Cocke | 1928 |
| G. L. Winterbotham | 1929 |
| J. R. Abercrombie | 1930 |

(*Part year.)

*Secretaries.*

| | | | |
|---|---|---|---|
| R. X. Murphy ... | 1836-38 | James Taylor ... | 1864-73 |
| J. E. Brenan ... | 1838 | John Gordon ... | 1873-84 |
| R. X. Murphy ... | 1838-41 | David Watson (Acting) | 1881-82 |
| T. J. A. Scott ... | 1841-46 | John Marshall ... | 1884-98 |
| John Connon ... | 1846-57 | Frederick Noël-Paton | 1898-1905 |
| John Mawson ... | 1857-59 | J. B. Leslie-Rogers | 1905-1911 |
| J. A. Crowe (Acting) | 1858-59 | R. E. Gregor-Pearse | 1912-1920 |
| H. Brooke ... | 1859-64 | C. B. Sayer | 1921-1925 |

R. J. F. Sullivan,—Appointed 1925.

# Bombay Chamber of Commerce.

## ANNUAL GENERAL MEETING.

THE Annual General Meeting of the Members of the Bombay Chamber of Commerce was held in the rooms of the Chamber, Grahams' Buildings, on Wednesday, 5th March 1930, at 3 p.m., to transact the following business :—

1. To adopt the Report of the Committee of the Chamber for the year 1929.
2. To confirm the nomination of the Members of the Committee of the Chamber for the year 1930-31 in accordance with the provisions of Article 39 (*g*).
3. To appoint Auditors of the Chamber's accounts for the year 1930 and to fix their remuneration.

And any other business that may be brought forward.

Mr. G. L. Winterbotham, President of the Chamber, presided and was supported by Mr. E. Miller, M.L.C., Vice-President, and Sir Leslie Hudson, Messrs. J. R. Abercrombie, P. Barker, D. S. Burn, L. A. Halsall, A. R. Ingram and E. Lieberherr, Members of the Committee.

Among those present were :—

His Excellency the Rt.-Hon'ble Sir Frederick Sykes, P.C., G.C.I.E., G.B.E., K.C.B., C.M.G., Governor of Bombay ; Brigadier E. M. S. Charles, C.M.G., D.S.O., General Officer Commanding, Bombay District, Major A. J. Ransford, R. E., Mint Master, Mr. W. H. Neilson, O.B.E., M.I.C.E., Chairman Bombay Port Trust, Mr. W. R. S. Sharpe, Deputy Chairman, Bombay Port Trust, The Chairman, Bombay Underwriters' Association, Mr. B. M. Karanjia, Vice-President, Indian Merchants Chamber, Mr. J. K.

Mehta, M.A., Secretary, Indian Merchants Chamber, Mr. K. M. MacDonald, Managing Governor, Imperial Bank of India, the Consul for Japan, the Consul for Czechoslovakia, the President Bombay European Textile Association, the Chairman, Motor Manufacturers and Importers' Association, Ltd., Mr. T. Sinclair Kennedy of Messrs. Glenfield and Kennedy, Ltd., Mr. H. Dane of Metropolitan Vickers Electrical Co., Ltd., Mr. Frank R. J. Gerard of Messrs. J. Walter Thompson Company and Mr. G. F. Sulivan.

The following members of the Chamber attended the meeting:—

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|---|---|---|
| Mr. C. J. Meager .. .. | Messrs. Arnhold & Co., Ltd. | |
| Sir Joseph Kay .. .. | „ | W. H. Brady & Co., Ltd. |
| Mr. A. H. Baker .. .. | | |
| „ W. J. Burrows .. .. | „ | W. J. Burrows. |
| „ Choonilal Devkaran .. | „ | Chugondas & Co. |
| „ W. L. Hartigan .. .. | „ | Courtaulds (India), Ltd. |
| „ E. Donovan .. .. | „ | Cox & Kings (Agents) Ltd. |
| „ S. K. Chaudhari .. .. | „ | W. H. Deeth & Co. |
| „ T. B. Dodson .. .. | „ | Ellerman's Arracan Rice and Trading Co., Ltd. |
| „ B. Venus .. .. | | |
| „ J. Muir Carrol .. | | |
| „ B. Brown .. .. | „ | James Finlay & Co., Ld. |
| „ C. F. Morris .. .. | | |
| „ F. J. Brime .. .. | „ | Fleming, Shaw & Co., Ltd. |
| „ K. A. Hamilton .. | | |
| „ E. J. Bunbury .. .. | „ | Forbes, Forbes Campbell & Co, Ltd. |
| „ R. G. Edkins .. .. | Sir Alexander Gibb and Partners. | |
| Lt.-Col. W. T. G. Huffam .. | Sir W. G. Armstrong, Whitworth & Co., Ltd. | |
| Mr. O. S. M. Raw .. | | |
| „ R. Randow .. .. | Messrs. Gutmann & Co. | |

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| Mr. E. J. C. Herring .. .. | | Jost's Engineering Co., Ltd. |
| „ F. C. Annesley .. | Messrs. Killick Nixon & Co. | |
| „ E. C. Reid .. .. | | |
| „ G. C. Phillips .. .. | | |
| „ R. C. Lowndes .. | | |
| „ N. Bruce Macbeth .. | „ | Macbeth Bros. & Co., Ltd. |
| „ L. H. Rose .. .. | „ | Mackinnon Mackenzie & Co. |
| „ E. E. Janion .. .. | | |
| „ B. G. Gillett .. .. | „ | McKenzies, Ltd. |
| „ Meyer Nissim .. .. | „ | Meyer Nissim & Co. |
| „ Cowasji Cursetji Dalal .. | „ | Moolji Jaitha & Co. |
| „ N. M. Selkirk .. .. | „ | Ormerods (India), Ltd. |
| „ G. H. Beswick .. | | |
| „ T. R. Dempster .. | „ | Owen & Okell. |
| „ R. K. Williams .. | | |
| „ A. C. Hinrichs .. .. | „ | Parke Davis & Co. |
| „ Maneklal Premchand .. | „ | Premchand Roychand & Sons. |
| „ W. M. Petrie .. .. | „ | Ralli Bros. |
| „ W. R. Padgett .. | „ | B. Reif, Ltd. |
| „ E. Wilkinson .. | | |
| Major G. C. Richardson D.S.O., M.C. | „ | Richardson & Cruddas. |
| Mr. J. Ware.. .. .. | „ | E. D. Sassoon & Co., Ltd. |
| „ R. H. D. Campbell .. | „ | Shaw Wallace & Co. |
| „ J. Bullock .. .. | | |
| „ S. Hanhart .. . | „ | E. Spinner & Co. |
| „ G. B. Stewart .. .. | „ | Steiners, Ltd. |
| „ H. Messer .. .. | | |

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| Mr. L. A. Stronach .. .. | Messrs. L. A. Stronach & Co. (India), Ltd. |
| „ L. Rowe .. .. .. | „ Turner, Hoare & Co. Ld. |
| „ A. S. Gillespie .. | „ Turner, Morrison & Co., Ltd. |
| „ F. H. French .. .. | |
| „ W. R. Prophet .. | |
| „ W. G. Lely .. .. | „ Wallace & Co., Ltd. |
| „ W. Deacon .. .. | Anglo-Siam Corporation, Ltd. |
| „ G. H. Cooke .. .. | Burmah-Shell Oil Storage and Distributing Co. (India), Ltd. |
| Sir Ness Wadia, K.B.E., C.I.E. . | The Bombay Dyeing and Manufacturing Co., Ltd. |
| Mr. C. N. Moberly, C.I.E. .. | The Bombay Electric Supply & Tramways Co., Ltd. |
| „ A. S. Trollip .. .. | |
| „ L. W. Boulter .. .. | The Bombay Gas Co., Ltd. |
| „ H. G. Sale .. .. | Messrs. W. T. Henley's Telegraph Works Co., Ltd |
| „ Byramji Nowroji Gamadia | The New Mofussil Co., Ltd. |
| „ R. H. Parker .. .. | The Bombay Telephone Co., Ltd. |
| „ J. G. Ridland .. | The Imperial Bank of India. |
| „ W. Lamond .. | |
| „ R. L. Randall .. | The Atlas Assurance Co. |
| „ R. J. Duff .. .. | The New India Assurance Co., Ltd. |
| „ F. Sinclair .. .. | The Eastern Telegraph Co. |
| „ Mr. W. G. Dove .. .. | South British Insurance Co., Ltd. |

„ R. Sulivan, Secretary, and Mr. H. Royal, Assistant Secretary, of the Chamber.

The notice convening the meeting having been read, Mr. G. L. Winterbotham in opening the proceedings said:—Your Excellency and Gentlemen,—It is my privilege to-day to propose the adoption of the Report of the Committee of the Bombay Chamber of Commerce for the year 1929, and in doing so I am sure you will desire me at the outset to say how much we welcome His Excellency's presence here to-day and how grateful we are to him for the interest which he displays in our affairs by his

attendance at our annual meetings. It is not only as Head of the Government that we greet Your Excellency but, if I may say so, as a friend who has most completely identified himself with the problems of the Bombay Presidency and City which are also our problems.

I also extend a hearty welcome to our other guests.

## Associated Chambers.

For the year 1929 your Chamber was called upon to nominate the President of the Associated Chambers of Commerce of India and Ceylon and so for the past year the affairs of the Associated Chambers were in your President's charge. The Annual Meeting of the Associated Chambers was held in Bombay on December 16th and 17th when delegates from all over India were present and a variety of important subjects were discussed, the official record of which will shortly be in your hands.

## Constitutional Reforms.

Two of the most outstanding and difficult questions confronting us to-day were the subject of earnest consideration both by the Associated Chambers and by your Committee. I refer to the transfer of Law and Order and safeguards under the new constitution against discriminatory legislation. On the first of these points your Committee was called upon early in the year to state unequivocally this Chamber's attitude so that it might go on record with the Simon Commission. We took the view that though we were in favour of Provincial autonomy we did not consider the time ripe for imposing the responsibility of maintaining Law and Order on an elected Minister. It is not my intention to dwell on the reasons which led us to take this view nor to dilate on the happenings of February and May last year which disgraced the fair name of Bombay but I should like to say to those who may not agree with this view that in taking it we were looking to what we consider to be the best interests of

the Presidency as a whole and not those of any section of it. Commerce and Industry can only thrive in peaceful and settled conditions and it is to Commerce and Industry that any Government must inevitably look to provide the wherewithal to make it possible not only to carry on but to progress. It seems not unreasonable therefore that we should be unwilling to run any risk in the vital matter of the maintenance of Law and Order.

The question of the necessity for India's new constitution containing safeguards against discriminatory legislation is one on which there will be general agreement amongst members of this Chamber but which outside the Chamber is regarded as raising momentous and highly contentious issues.

At Sir John Simon's request the Associated Chambers forwarded to the Statutory Commission draft clauses which might meet the needs of the case; one set of these clauses was prepared by your Committee in consultation with its legal advisers and eminent Indian Counsel. There is nothing further to be said or done until we see what recommendations the Simon Commission's Report contains in this respect but interest in the question is sustained by Mr. Haji's Coastal Reservation Bill which is now being re-circulated for opinion. And perhaps I may be forgiven if I make a few remarks on the general position as I see it to-day with reference to this particular Bill. I have more than once publicly expressed my opinion that it is essential for all Commercial Bodies, whether they represent purely Indian interests or predominantly non-Indian interests, as we do, to get together and find common and non-contentious ground on which to advance towards a common goal, a prosperous and united India. There exists to-day, I regret to have to say it, a great deal of mistrust, by each side of the other, and it is not until the barriers of mistrust are broken down that any real progress will be made. On one side there is the feeling that British commercial interests have up to date worked solely

for their own selfish interests regardless of what is good for India, on the other that there is the desire to reap what others have sown and under the pretext of satisfying Indian national aspirations to dispossess lawful owners without compensation. We on our side freely acknowledge that it is India's economic benefit that must come first in all matters, and we have only recently had striking proof in Sir George Schuster's statement in his Budget speech with regard to the Government of India's attitude towards His Majesty's Government in the matter of the proposed increased revenue duty on Cotton Piece-goods that India's fiscal autonomy is not a myth but a reality. Then may I venture to suggest to our friends on the other side that no good can result from pressing measures at the present time like the Coastal Reservation Bill by which it is hoped to attain an ideal at one bound without going through any intervening stages. We are not so foolish as to deny to India her legitimate national aspirations but it is not out of consonance with that attitude to oppose a measure which we consider economically unsound, impracticable to work and for these reasons prejudicial to India's trade as a whole. What is needed, probably on both sides, is a change in the angle of vision before we can, as natural allies we should, join forces to work together under whatever new constitution is impending.

## Agricultural Research.

During the year the Associated Chambers were called upon to nominate a representative on the Governing Body of the Council of Agricultural Research which has been established as the outcome of the recommendation of the Royal Commission on Agriculture, to promote, guide and co-ordinate research throughout India. Sir Joseph Kay, whose work on the Indian Central Cotton Committee is well-known to many of you, was nominated as the Associated Chamber's representative and we may be proud that it was a Bombay man who was the obvious choice.

## Banking Enquiry.

Similarly the Associated Chambers were called on to nominate two representatives to serve on the Central Banking Enquiry Committee which was set up to examine the general banking organization of the country and another Bombay man in Sir Hugh Cocke was duly nominated as one of these. Your Committee were also instrumental in securing the nomination by the Bombay Government of Mr. L. D. L. Buckley to serve as one of the representatives of Commerce on the Bombay Provincial Banking Enquiry Committee and we may be sure that on both Committees we shall be well served. Both Central and Provincial Committees issued long and comprehensive questionnaires to each of which the Committee with the help of the Finance Sub-Committee sent in carefully compiled replies. Copies of these have been furnished to all our members. The Vice-President, Sir Leslie Hudson, and Mr. Ingram gave oral evidence on behalf of the Chamber before the Provincial Committee on questions arising out of the Chamber's memorandum. The importance of this vast enquiry which is as yet in its early stages cannot be exaggerated and its results will be awaited with great interest by all connected with Commerce and Industry.

## Labour Commission.

The year has been marked by the advent of the Royal Commission on Labour to whose long questionnaire your Committee, with the help of a Sub-Committee of experts, sent in a reply dealing with certain general points. Together with Mr. G. H. Cooke I gave oral evidence on behalf of the Chamber before the Commission and I am much indebted to Messrs. Peterson and Cooke for the very great help which their experience in Labour matters provided in preparing the ground. At the recent opening of the Associated Chambers' annual meeting I had an opportunity of briefly stating my views on the labour situation with which we are confronted to-day in India and I will not weary you with repeating them. I read somewhere the

other day the following sentence with regard to the U. S. A. There is "an entirely new attitude towards social and industrial problems, a general recognition that prosperity depends on the well-being and wealth of the workers; that the chief function of the employer is to make it possible for the worker to purchase freely; and that the secret of national success is not large profits and low wages, but low costs and high wages." This is probably as true of India as a general ideal, as it is of the U. S. A. to-day, but the position in India presents peculiarly difficult problems which have to be solved before real progress can be made towards this ideal. The general lack of education which renders the Indian labourer readily susceptible to outside influences, influences which to-day tend to be disruptive, is, I believe, the crux of the problem which would appear to be how to get the labourer to realize that low costs and high wages can only go together—that higher wages have to be earned by greater efficiency without which the low costs can never come. The growth of a healthy Trade Union movement is, in my opinion, bound to have a beneficial effect in bringing the employer and the labourer closer together in the realization of each other's difficulties. It is encouraging to see the recent courageous breakaway by Trade Union leaders from the influences of disorder and disruption. Let us hope that it is coming to be realized by Labour Organizations that the strike should be the Trade Union's last weapon to be used in defence—not the first to be hastily snatched up in an unwise offensive. In spite of outward appearances, I believe that the past year has been one of real progress in labour matters. It is true that in Bombay we have had serious strikes, the evil results of which are all too well known to need comment. But there is the other side of the picture and out of evil has certainly come some good. The Trade Disputes Act, passed in March last year, provides the machinery for avoiding and settling the merits of strikes and it is to the findings of a Court of Enquiry set up under this Act by Your Excellency's Government, that we owe the exposure of the frankly Communist body which

controlled and prolonged the disastrous Cotton Mill strike. We have also seen the setting up of a Conciliation Board under the same Act to deal with a dispute between the B. B. & C. I. Railway and a section of its employees. We can at any rate feel that, even if we are no nearer to a proper understanding of the labour point of view than we were a year ago—though I hope, and believe that we are—we now have recognised methods for negotiation, while labour leaders have had their eyes opened to the fact that it is not by revolutionary methods that the interests of labour will be promoted. The task of the Royal Commission will not be completed until after they have made a further tour in India next cold weather but we may confidently look forward to their Report to contribute substantially to the solution of India's labour problems.

## India's Trade.

I wish, Gentlemen, that it fell to my lot to point to a year of satisfactory trade. The very opposite is the case. Trading conditions have been and remain bad and there are but few of us who can look back on the past year or forward to the future with satisfaction. Every day we see the blame for difficult conditions of trade in India ascribed to the policy of Government, but it seems to me necessary to take a broader view and to realize that India cannot escape the effect of general world conditions. Whichever way one looks one sees over production, and it is hard to name a world commodity to which this does not apply. In these circumstances it would be a bold man who would venture to prophesy with regard to the future, but one thing with regard to India is obvious—that is that confidence and stability are required and no one is doing anything to better the situation whether it is in the realm of politics or commerce or finance by doing or saying things which impair confidence, whether it is our own confidence in ourselves or other people's confidence in us. Sir George Schuster has in his Budget speech

powerfully emphasized this aspect of the position and it behoves us all to do whatever lies in our power to prevent further damage being done to India's credit.

## Bombay Finances.

This Presidency may be said to have had more than its fair share of troubles during the past year. Frost, floods, locusts communal rioting and strikes make a formidable array of difficulties for any Government to counter and contend against but in spite of all these adverse factors we have been glad to see that a balanced Budget for 1930-31 has been presented to Council even though we may, and do, disapprove of the means proposed to be employed to raise the last 9 lacs of Revenue. That the finances of the Presidency are no worse than a year ago is a matter for congratulation, but as Your Excellency recently pointed out in addressing the Council this has only been possible of achievement as the result of the strictest economy which effectively prevents real progress in several departments where progress is very necessary.

As representatives of the Province which was the most severely and unfairly hit by the Meston Settlement which governs the financial relationship between the Central and Provincial Governments under the Montagu Chelmsford Reforms we must view with particular satisfaction the remarks of the Hon'ble the Finance Member of the Government of India in his Budget speech with regard to the necessity for preparing the way for a more generous allocation to the provinces of sources of Revenue for nation building services in the next stage of India's constitutional development. To any critics of the Government of India's proposals for increased taxation I earnestly commend for special study Sir George Schuster's remarks on this subject, and in judging them let us hope that due weight will be given to the vital need of " finding revenue in order that those provinces which are at present handicapped by financial difficulties may

make a great start forward in developing the services which the country really needs."

It does not in any way detract from the seriousness of the situation to admit that Bombay assisted itself to arrive at its present deplorable financial position by extravagant and unproductive development schemes undertaken in boom years.

No one of us will be found to mourn the demise of the Development Department and if only it were possible for the Department to take with it into limbo—which the Dictionary describes as the place in which forgotten or unwanted things collect—the debts which it has incurred and which we have to meet how joyful would be its going.

## Mill Industry.

As far as Bombay itself is concerned the position of the Cotton Mill Industry has recently overshadowed everything else. Foreign competition combined with ruinous strikes has brought the industry to a state in which even the most unrepentant Free Traders amongst us, with whom I am not ashamed to range myself, admit that something had to be done—and done quickly—to enable it to save itself from extinction. Your Excellency's admirable summary of the whole position in a White Paper, which has only recently been published, most clearly sets out the position from every aspect and every one interested in the problem must be grateful for having the issues so clarified and clearly stated. We have heard within the last few days only, the Government of India's proposals for granting protection to the Industry and it seems to me that they are such as command the whole-hearted support of this Chamber. Some of us may not like the increased revenue duty from 11 per cent. to 15 per cent. on cotton piece goods but in my view the Government's case is a strong one which on revenue grounds is unassailable. As regards special protective duties,

in addition to the 4 per cent. extra revenue duty, these, I understand are on a scale sufficient to give the local industry the requisite protection against foreign competition to enable it to carry through the reorganization which is generally admitted to be essential if the industry is to be restored to a state of efficiency in which it can cope successfully with all genuine economic competition. This reorganisation has already started and surely not even the most ardent free trader will, with the situation as we all know it to be to-day, deny the industry the time to recover from the condition to which it has been reduced by foreign competition and labour troubles. The period of three years for which the proposed protection will be in force together with the other measures contemplated by Government and the Tariff Board Enquiry foreshadowed in the third year would appear adequately to safeguard the interests of the consumer which cannot of course lightly be disregarded.

As regards the particular protective measures proposed they meet the views of the Chamber for as recently as December last year we addressed the Government of India in connection with Mr. Hardy's report to the effect that protective duties as such should not be imposed on goods which did not compete with the local product. On behalf of the Chamber I should like to congratulate the Millowners' Association on having been successful in bringing the Government of India to their point of view and, on the assumption that the Assembly will pass the proposals, to wish them the best of luck in the carrying through of those reforms in their industry which are indicated as being essential. The prosperity of the Mill Industry is, taking a long view, vital to the wellbeing of the Presidency and we must all of us, I fancy, breathe considerably more freely now that we know that it is not faced with extinction.

## Port of Bombay.

It is refreshing to be able to find a comparatively bright picture by looking at the affairs of the Bombay port. Your

Chamber is, as you know, strongly represented on the Port Trust and I make no apology for dealing at some length with its affairs. Particularly is this so because one is still apt to hear a great deal of loose talk on the present cost and gloomy future of Bombay as a port. Thanks to a comprehensive retrenchment campaign carried out in all departments of the Port Trust during the past 5 years the working expenditure of the Trust has been reduced to the extent of about Rs. 15 lakhs per annum, mostly under the heads of staff and maintenance.

The pre-war capital debt of the Trust was Rs. 1,297 lakhs. The addition of the new capital works since brought on to revenue account,—chief among them being the Alexandra and Hughes Docks, the Port Trust Railway, the Mazagon and Wadala Reclamations and the Cotton and Grain Depots,—has increased the capital debt to Rs. 2,232 lakhs and the annual debt charges (interest and sinking fund) from Rs. 32 lakhs to Rs. 132 lakhs per annum. This means that out of every rupee of revenue collected approximately 7½ annas is absorbed in payment of debt charges. For the last 5 years, however, the Administration has succeeded in avoiding any new borrowing. The Port has now reached a stage when its facilities,—with a few minor additions mostly of the nature of new transit and storage sheds,—will be able to cope efficiently with all normal trade requirements for several years to come. Compared therefore with other ports which are only now embarking on big capital schemes, with resulting increases in their annual expenditure and in their port charges, Bombay is in a very favourable position.

Bombay is the first port in India to lower its charges since the War. Owing partly to a slight improvement in receipts during the past 2 years, but mainly to the retrenchments enforced in all departments, the Trustees have been able during the past 3 years to sanction reductions in various items of port charges, including reductions of the wharfage surtax from 50 per cent. to 33⅓ per cent. and a substantial reduction in the

Cotton Depot rents, which reductions are equivalent in the aggregate to Rs. 30 lakhs per annum as relief to trade. Owing to the reduction of surtax from 1st April last the Trustees budgetted for a deficit of 4¾ lakhs this financial year to be met from the Revenue Reserve Fund. Up to a few months ago the receipts were so encouraging that it was hoped to close the year without any deficit at all. Unfortunately, however, although imports still register an all-round increase, chiefly under machinery, railway plant, sugar, motor cars and liquid fuel, there has been a considerable falling off in exports during the past three months, particularly in seeds. Consequently the financial prospects for the year ending 31st March 1930 are not so bright as they were. The receipts, however, are still in excess of budget expectations and there is every reason to hope that the deficit will be appreciably less than was anticipated when the Budget was framed. I am divulging no secret when I say that but for the falling off in recent months there would have been every hope of a still further reduction in the surtax for the coming year. A study of the revenue figures with which I will not weary you affords conclusive evidence of the potential expansion of the trade of the Port of Bombay and of the practicability of more lowering of port charges in the near future, provided trade is not further depressed by extraneous factors over which the port has no control. It is satisfactory to note that the Port authorities claim that since the reduction in surtax their charges compare favourably with those of any other major port in India and are indeed less in a number of cases—and that they are steadily adhering to their policy of retrenchment with the object of further reducing charges immediately the financial position warrants it.

## The B. P. T. Railway.

The good effect of the retrenchment campaign above referred to is particularly noticeable in the case of the Port Trust Railway. Thanks to reduction of staff and drastic economy in maintenance and coal consumption, the ratio of working costs to receipts

has been brought down from 80 per cent. to 59 per cent. For the current financial year the ratio is expected to be in the neighbourhood of 55 per cent. There was a steady increase in receipts during the 5 years ending 31st March 1929 and during the current financial year there has been a further appreciable increase in traffic mainly due to the greatly increased demand for storage accommodation at the Grain and other depots, and the fact that merchants are availing themselves more freely of the facilities for direct booking up-country from the docks. Direct booking of sugar, for example, rose from 885,000 maunds in 1924-25 to 2,277,000 maunds in 1928-29 and rice from 843,000 maunds to 1,838,000 maunds in the same period. The establishment at the Port Trust Depots of large importing, manufacturing and distributing concerns such as General Motors (India), Ltd., Havero Trading Co., Imperial Chemical Industries, Mawson Vernon Co.'s new asphalt refinery, the Sizing Materials Co., and others gives promise of a steady development of traffic and the remarkable expansion of the bulk oil installations is another important factor. The advantage of rail served godowns with admirable facilities for dealing with both imports and exports is becoming more generally recognised and the Port Trust Railway, which up to a few years ago was regarded in many quarters as a white elephant, is now definitely paying its way and may justifiably look forward to further expansion of its traffic.

The revenue from the Port Trust land estates for 1929 was Rs. 60,000 above that of the previous calendar year in spite of reductions in the Cotton Depot rents equivalent to over Rs. 1½ lakhs a year. At the Grain Depot new storage sheds covering over 300,000 square feet of accommodation have either been completed or are in course of construction. On the Wadala Reclamation an additional area of some 18,000 square yards has been leased and further large areas are being taken up for new oil installations and other industrial and storage purposes. At the Cotton Depot 11 open sheds have been erected in response

to the demand for additional covered storage accommodation during the rains. On the Old Cotton Green at Colaba, now transformed into an attractive residential area, a great demand for sites has recently sprung up and nine of the plots have been leased for first class residential flats.

These facts speak for themselves in rebutting the charge which has recently been made that the Port Trust is a harsh and unconscionable landlord inasmuch as it exacts rents higher than are warranted by the returns which its lessees can earn. The Trustees who represent this Chamber made common cause with the Trustees representing the Indian Merchants Chamber in insisting on having this charge examined in detail during the year and it was found that there was no basis for it. The Trust has a clear duty to develop to the full the value of its landed estates and it is not perhaps unnatural that mutterings should be heard when the renewal of 50-year old leases coincides with times of bad trade.

## Provident Funds.

Members will have been glad to see that the long drawn out struggle on the question of the exemption of private Provident Funds from Income Tax was settled at the September session of the Assembly last year when an Act was passed which to a very large extent should remove the disability under which private Provident Funds have hitherto suffered as compared with Government and quasi-Government funds. The rules under this Act have been published for criticism and it is understood that the Act will come into force from 1st April this year.

## Terminal Taxes.

The vexed question of terminal taxes which has occupied a prominent position in the speeches of your Presidents in recent years is, for the time being, in abeyance, the Government of India having announced that the present constitutional position

in regard to the levy of octroi and terminal taxation by local bodies has been referred by them to the Statutory Commission and that they do not propose to take any further action until the Statutory Commission have made their recommendations as to the future financial relations between the Central Government and the Provincial Governments and until the outlines of the future constitution have been settled.

### Government Contracts.

There have been various developments during the year which are of particular interest to that section of our Members who are suppliers to the Indian Stores Department and the Railways. Firstly in December the rules under which a system of rupee tenders will replace the previously existing arrangements for the supply of articles for the public service were published in their final form and these rules will regulate the purchase of stores by all Departments and offices of the Central Government from 1st January 1931. Under this system some £6,000,000 worth of goods at present bought yearly in sterling through the High Commissioner in London will be bought in India and considerable revision of their organisation on the part of tendering firms is indicated as being necessary. Secondly as the result of a resolution moved at the annual meeting of the Associated Chambers in 1928, the Railway Board addressed to the Agents of State-managed and Company-managed railways a letter on the subject of the prompt payment of bills which, it is understood, has already had the desired effect in ensuring that supplies are promptly inspected, that acknowledgments for supplies taken over by the railway are promptly granted and bills paid within a few days of presentation. Thirdly arising out of a discussion at the same meeting of the Associated Chambers on the question of penalty clauses in State Railway contracts, a resolution was moved at the Associated Chambers' meeting in December last by this Chamber, advocating the adoption of a standard form of contract for all Government purchasing Departments, more especially the State Railways and this question

is now under the consideration of the Railway Board and the Indian Stores Department and it is hoped that commercial bodies will have the chance of considering the terms of the proposed standard contract or contracts before they are finally adopted.

## Arbitration By-Laws.

The Chamber's revised by-laws to regulate the arbitration of commercial disputes by the Chamber were adopted at a Special General Meeting of Members held on 20th March 1929 and came into force on 1st May last. It is unfortunate that for unforeseen reasons beyond the control of the Chamber into which I need not enter here they are not yet fully effective. But they stand as the rules regulating the conduct of surveys and arbitrations to which those who desire the authority of a Chamber award will conform.

## Domestic Affairs.

Turning to our domestic affairs it is satisfactory in regard to our finances that in spite of the deficit anticipated by your President last year we have in fact made both ends meet with a little to spare. This is in part due to an increase in membership of the Chamber, 16 new members having been elected as against none resigned. This is a very encouraging state of affairs which I hope we may see continue for there are still many potential members who we feel sure would join if they realized the protection and insurance of their interests which the very modest membership fee procures for them.

Mention was made at last year's meeting of the Chamber's Statistical returns. We spend a great deal of money on the preparation and publication of a comprehensive set of general statistics, and we also compile special statistics for the benefit of members who require figures of particular trades. We should like to see increasing use being made of this branch of the Chamber's work as this is one of the few ways in which our revenue can expand. Unfortunately for some years past the tendency

has been in the reverse direction, and we can only hope this will not continue as it is unthinkable that for lack of support we should be driven to consider the possibility of suspending the publication of returns which have been in existence for nearly eighty years, over which period they form an unbroken record of the trade of Bombay.

Before I close I should like to express my very grateful thanks to the Vice-President and Members of the Committee for their unfailing help throughout an arduous year's work. Mr. Miller's support as Vice-President has been invaluable while on Sir Leslie Hudson's broad and willing shoulders has fallen the task of giving a lead to the Committee on more than one occasion when both Mr. Miller and I have been away from Bombay.

The Chamber's Standing Sub-Committees have coped with the usual large variety of subjects. To Finance, Imports, Docks and Railways, Shipping and Export and Income Tax Sub-Committees we have added this year an Agriculture Sub-Committee to deal with the increasing number of references on this very important subject while we have also on more than one occasion had the advice of a Committee of experts on Labour questions. It is not difficult to foresee that this too will shortly become a Standing Sub-Committee and I commend the idea of a regular Sub-Committee to deal with labour matters to your new President and Committee. To all those gentlemen who have so willingly helped the Chamber on these Committees I extend on your behalf the Chamber's most cordial thanks. They are the people who form the real backbone of the Chamber's working organization and make the main Committee's work immeasurably lighter.

Mr. Sulivan, Mr. Royal and the Chamber staff generally are to be congratulated on an exceptionally good year's work. We expect a high standard from them and get it—and I desire to record my special appreciation of the way in which without

murmur and without reward they tackled the double work of the Associated Chambers' and Bombay Chamber's offices.

I congratulate you on having secured the services of Messrs. Abercrombie and Halsall as your President and Vice-President respectively for the coming year. This is a time when level heads and sound judgment are especially important for those who will be guiding the destinies of the Chamber and those of us who have worked with them know that these gentlemen possess those attributes to a pre-eminent degree. Incidentally Mr. Abercrombie sets up a new record in being the only case of a son following in his father's footsteps as President of the Bombay Chamber.

Finally I desire to pay a tribute to Sir Arthur Froom who will, I understand, at the end of the current month be relinquishing the post of your Chamber's representative on the Council of State a post which he has held since 1920. Sir Arthur Froom has rendered signal service to India in general and to the Bombay Chamber in particular during this long period and we owe him our grateful thanks for his diligent care of our interests. This is not the time to recite the various Committees and Commissions on which Sir Arthur Froom has served but we may take legitimate pride in the fact that it was our representative who was chosen to represent European interests on the Indian Central Committee co-operating with the Simon Commission.

I now beg to propose that the Report of the Bombay Chamber of Commerce for the year 1929 be adopted and confirmed.

Mr. E. Miller, M.L.C., the Vice-President, said:—Your Excellency and Gentlemen,—The President has given us a very comprehensive survey of the year's events as they affect our Chamber, but I am grateful to him for leaving me one or two matters of considerable interest and importance.

## Air Mail.

The London-Karachi Air Mail Service has now been in existence for nearly a year, and although there have been some unfortunate accidents, the service is being steadily improved and it has evidently come to stay. Since its inception, this Chamber, with the unanimous support of other commercial bodies—Indian and European—has not ceased to urge on the Government of India the importance of an early extension to Bombay and Southern India. We are glad that a small beginning in the way of internal air services in this country should have been made with the establishment of an India State Air Service between Karachi and Delhi and that further extension to Calcutta and Rangoon are in preparation. But there appears no reason why the extension southwards from Karachi should not proceed concurrently with the forging of one of the links on the Imperial chain to Australia which, in any event, must take some time to complete. In replying to resolutions on the subject of Internal Air Services at the last meeting of the Associated Chambers, the Hon'ble Sir B. N. Mitra had no difficulty in showing that the Government of India had been considering the matter for some years. We feel that it is now time they emerged from the purely contemplative attitude, as far as Bombay is concerned, and took action or at any rate allowed others to take action. It is understood that as long ago as July last year Messrs. Tata Sons, Ltd., approached the Government of India with concrete schemes for the establishment of an Air Mail Service between Karachi and Bombay and have since submitted revised schemes, but have up to the present received scanty encouragement or even response from the Government of India. Latterly Imperial Airways have also come forward with proposals for a service on this route. We are not concerned with the merits of the various schemes, but when established firms of high repute are willing and anxious to provide the required facilities, it is imperative for Government to come to some decision so that the preparatory work may be taken in hand without delay and the service started immediately after the next monsoon.

We trust that Your Excellency's Government will lose no opportunity of representing to the Government of India the great importance which the commercial community in this Presidency attach to this matter.

Attention has lately been drawn to the high rate charged by the Postal Authorities in India for the carriage of outgoing Air Mail letters, and we hope Your Excellency's Government will support the representations for a reduction which have been made in this connection.

The development of roads is a matter that is now receiving the attention of all Provincial Governments in India, and the Bombay Government has not been backward in this connection. It is satisfactory to know that the distribution of the petrol road tax has now been sanctioned by the Assembly for the next five years, and it is understood that there is a scheme at present under consideration by Your Excellency's Government for the utilisation of the first allotment directly this is sanctioned by the Government of India on the advice of the Standing Committee. May I take this opportunity of saying just a few words in connection with the viewpoint of the Government of India and the Provincial Governments regarding the control of the petrol road fund? The Government of India consider that as it is a fund allotted out of Central revenues, they should act in accordance with the recommendations of the Enquiry Committee's Report and decide, in consultation with the Provincial Governments, as to the most suitable schemes to which this fund should be allocated. The Provincial Governments are inclined to take the view, some more strongly than others, that roads being a Provincial subject, the fund should be distributed by the Central Government on whatever basis may be decided upon, without any interference as to how the money should be spent, so long as it is spent on roads. Now it seems to the Committee of this Chamber that, as this tax is part of the excise of 6 annas per

gallon collected at source of production, or, in the case of foreign petrol, by the Central Government at time of importation as and the two annas per gallon cannot be allotted to roads until it has been sanctioned by the Assembly, it is not unreasonable for the Government of India to wish to have some say in regard to the schemes to which the fund should be devoted and this is one of the main purpose of the Standing Committee recommended in the Enquiry Committee's Report. We hope that any slight difference of opinion that may have existed between Your Excellency's Government and the Central Administration in this respect has now been overcome so that there may be no delay in giving effect to the Road Development schemes it is proposed to carry out with the money available from the fund. With regard to Road Development from Provincial funds, great interest is now being taken in various parts of India in the use of Road Graders for making earth roads as a means of opening up communications with the villages in the interior and I merely wish to mention this in passing, as it is well known that Your Excellency has shown personal interest in this new form of development and it is a matter that is receiving the particular attention of P. W. D. Officials and the Members of the Bombay Government Road Board.

I should like to make one final reference before concluding my remarks and that is in connection with Agricultural Development, which is such an important matter so largely affecting the future of this Province. Now that the Sukkur Barrage is nearing completion and large tracts will have to be developed, modern methods will have to be employed, and this Chamber has addressed Your Excellency's Government in connection with the importance of engaging a special Director of Agriculture for Sind with experience elsewhere of conditions peculiar to that type of country. Special research is also desirable in regard to types of seed and the crops likely to produce the most satisfactory results, while another most important matter is the

adoption of modern methods of cultivation, in connection with which it is interesting to note that the Bombay Government are proposing to introduce a Tractor Driving Instruction School at the Poona Agricultural College, in order to encourage the adoption of mechanical cultivation as and when suitable. This is a development that deserves every encouragement when progressive measures are so essential to the prosperity of this Presidency and India as a whole.

With these words I beg to second the adoption of the Report.

The Report was then adopted.

His Excellency the Governor,—Mr. President and Gentlemen,—I am glad once more to have the privilege of attending the annual meeting of your Chamber. Your President has truly said that the problems of the Bombay Presidency and City are also your problems, and I am grateful for any occasion, such as this, which gives me an opportunity of acquainting myself further with the views of the commercial community upon them. When I met you last year on a similar occasion I spoke more or less as a stranger to most of you, but since that time I have, as indeed I was bound to do, been watching and studying with the greatest interest the interaction of the many complex factors which in one way or another, enter into and govern the material prosperity of this Presidency and India as a whole.

The continued slackness of business has during the last year been a matter of general experience not only in India but all over the world. Bombay has shared in the general depression. Though the figures of imports of private merchandise differ little from last year's this has only come about through exceptional imports of cheap cotton piecegoods from Japan and of sugar from Java. This latter instance is a lesson—and perhaps an encouragement—to India. Java's pre-eminence as a cheap producer of sugar is not merely the result of favourable natural conditions : it is the reward of intensive scientific research into the problems of sugar growing and manufacture. The Government of India

has announced its intention of devoting ten lakhs to a similar end, and if the result is that India becomes in this respect self-sufficient, she will keep in her own pockets the 12-15 crores which she now expends in payments of her sugar bill.

While the import trade has been hampered by the unsettled internal conditions of the country, socially, economically and politically, it is in respect of her exports that Bombay has been most hardly hit by the unsettled world conditions referred to by your President. While cotton yarn, manganese and wool show some slight improvement, important staples such as raw cotton, seeds, grains and pulses and cotton manufactures are about 5 crores or 10 per cent. behind the previous year's figures. The rehabilitation of India's export trade depends in large measure on causes external to herself, and until the world markets in which her produce sells have returned to a more normal state of stability and confidence, she can only endure, and prepare herself for the future.

At the present moment you, as everyone else I suppose, must be busy in taking stock of the new situation likely to arise from the fiscal measures introduced in the Government of India budget. Principal among these is the long expected tariff on cotton goods. While, however, all must appreciate the relief thus given to the mill industry and the labouring population which it employs in such large numbers in Bombay, I trust that it will be remembered that no industry can survive for long, at least in a flourishing condition, by such artificial aid alone. The new tariff is not a permanent bulwark behind which the industry can for ever take safe shelter. It is a temporary fortification erected to give the industry a chance to rally and reorganise its forces. If the tariff is to be effective it has to be used not merely to benefit a few individuals or even a good many shareholders. It has to be used so that the prosperity, which we hope it will restore to Bombay, will be widely spread, and that its

benefits may be shared by all who help to produce it. I am confident that all concerned in this industry will realise the value of the breathing-space which they have thus obtained, and that the return of more promising conditions which are bound to come sooner or later will find the labour force, on which the industry depends, so organised and so treated that it will readily identify itself with the interests of its employers.

I have listened with interest to the information you have given us regarding the affairs of the Port of Bombay. The sea-ports of a country are, in effect, its trade arteries, and their statistics afford a useful guide to the trade prosperity of the cities and territories for which they cater. In few countries is this more self-evident than in India, where 90 per cent. of the foreign trade passes through the five major ports of the country. The Port of Bombay claims to handle approximately one-third of the total import trade and about one-fourth of the export, and it therefore stands to reason that an examination of the Port returns enables one to obtain a truer and wider perspective of the trade outlook than could be gained from any study of purely local conditions.

The administrative policy of a World Port such as Bombay has an important bearing on the financial prosperity of the trading interests which utilise its facilities, and I feel sure that the members of this Chamber welcome the evidence contained in your President's speech of the close interest taken by their representatives in the supervision of the Port's administration. That the Port has been able, in spite of a succession of lean years to effect retrenchments in working and capital expenditure which have enabled it to relieve the burden on Trade to the substantial extent of Rs. 30 lakhs per annum without loss of efficiency, is a matter of sincere congratulation to the Board and the Executive of the Bombay Port Trust.

Before the war the Port of Bombay enjoyed the reputation of being one of the cheapest ports in the world for the merchant

and shipowner. Its subsequent development on a scale commensurate with its rapid trade expansion was necessarily an expensive matter and when the post-war upheaval of economic conditions forced it, in common with other ports all the world over, to raise its charges in order to meet its increased commitments, critics were not wanting to blame the expensive development of the Port for much of the trade misfortunes of Bombay. In particular, as you are aware, the Port Trust Railway was subjected to adverse criticism, and not unnaturally so, for it had been planned and equipped on a scale justified by the rapid pre-war growth of traffic, but excessive when viewed in the gloom of the trade depression of the past decade. It is, as your President has remarked, a most satisfactory commentary on the administration of the Port, and a welcome indication of the upward trend of trade, that within the last few years a department which was regarded as the white elephant of the Trust has been converted into a profit-earning concern handling nearly 50 per cent. of the terminal goods traffic of Bombay. Transport experts will bear me out when I say that it is unusual for a port terminal railway with a short haulage to be able to work at a profit in competition with road transport. That the Port Trust Railway has succeeded in doing so is a remarkable vindication of the courage of those responsible.

The business community of Bombay will welcome the inference in Mr. Winterbotham's speech that, provided the moderate improvement in trade forecasted by the Port Trustees for the coming financial year is realised, a further reduction in port charges—and possibly the abolition of that obnoxious word "surtax"—may soon be feasible. The well-being of Bombay and the prosperity of its Port are inter-dependent, and it behoves all sections of commerce to maintain a close interest in the affairs of the Port and to afford every encouragement to the Administration in their efforts to reduce port charges to the minimum compatible with the provision of adequate facilities and efficient management.

The stimulation in the demand for building sites on the Port Trust estates is significant of a more optimistic feeling in financial circles and a matter of great interest to my Government. I sincerely hope that the demand will be fully maintained when the time comes for Government to put on the market the excellent building sites on the Back-Bay Reclamation which I trust will shortly be available.

I may now perhaps be permitted to indulge in some thoughts of the future. I should indeed expose myself to the charge of rashness if I attempted to forecast when the present trade depression would end. There are indeed signs of better things to come, but if that is so the change will be felt before it can be proved, for it is notorious that in such matters facts are always in advance of statistics. Without, however, risking any prophecies, I may at least to some extent dwell on the immense trade possibilities which are capable of development in this country notwithstanding all the pessimistic statements that are made in certain quarters. Although latterly the prices of exports have not compared favourably with the prices of imports, it remains a fact that India has for many years been exporting much more than she imported. Not only so, but the total volume of overseas trade has increased sevenfold during the last 70 years, and every year India receives on an average about £28 million sterling in gold and silver on private account, which is absorbed into the wealth of this country.

We do not need much imagination to conceive what a great accumulation of wealth this annual intake of bullion must mean, and though not much of this wealth is, I fear, mobilised, yet on the other side we have the extraordinary phenomenon that Indian investments are not regarded too favourably by the world at large, and in consequence India has to pay more for her money if she wishes to borrow abroad. With assets such as they exist in this country, and with a record of trade such as I have men-

tioned, so far from having a low credit, India ought by rights to expect as good terms of finance as any other country in the world.

But there are two requirements which are necessary to establish India's credit on a firm foundation, and it must be the object of everyone who wishes well to this country to see that they are established in the eyes of the whole world. The first is that the internal as well as the external peace of India should be guaranteed as an integral part of the British Empire, and the second is that that surplus gold and silver, to which I have alluded, should be available for the service of India and the development of her resources. If these things can be guaranteed, and if the world as a whole is convinced of them, surely a great commercial and industrial future must lie before India.

I am reminded of a sentence which I read the other day which certainly has its application to India. "The world needs a vast amount of credit if it is to carry out essential schemes of industrial reconstruction and betterment, employ its idle factories, and, by drawing upon the surplus stocks of raw materials, set going the great cycle of world trade." As we all know, the whole basis of progress and prosperity is confidence: and for that it is not enough merely to assure ourselves, but we have to convince mankind generally of the reality, and of the permanence, of our foundations. I earnestly hope that nothing will be done or said in England or in India to arouse misgivings when so much depends on her international repute.

But before the wealth of India can effectively be mobilised, and before this country can realise her potentialities as a lending nation, as a factor in the world credit, much creative and constructive work remains to be done within her borders, and it is here that the cordial co-operation between British and Indian commercial enterprise, to which your President has so happily alluded, may bear its most fruitful results. We hear much nowadays about "rationalisation," and if the term is

used in its correct sense, it is the best answer to another term with which unfortunately we are too often confronted—I mean "nationalisation." When I speak of rationalisation I do not merely mean amalgamation, but I mean improved technique and organisation designed to secure the maximum results of co-ordinated effort and to minimise waste of labour and material. Among other things it involves what we so largely lack at present —a really efficient intelligence system by which sufficient and accurate information will be made available for those engaged in business.

The idea of rationalisation has latterly made much progress both in theory and in practice, and when we come to apply it to India I would not limit its usefulness to industrial concerns although I have no doubt that it could be most beneficially applied to them in many places here, but I would apply it to reconstruction generally with a view to making better use of the enormous man-power of this country and developing its immense resources in the production of raw material. Some of the matters to which your Vice-President has just alluded in his speech would, of course, form part of any such reconstruction, such as the development of communications, agricultural resources, and the development of modern methods and machinery. We know that one of the problems of this country is the unemployment among the educated population, and we are confronted with the strange situation that, while tens of thousands of young men who have received education are now either idle or earning a mere pittance, the country as a whole, in almost every branch of its occupations, but most of all perhaps in agriculture, is suffering from the lack of men sufficiently educated to benefit by scientific guidance. It is a case of the supply being many years in advance of the demand, and it is one of the chief problems of this generation to create a demand for orderly and scientifically directed activity in industry, in agriculture, and in all the many professions which would come into demand as the result of sustained co-operative effort on the right lines.

Gentlemen, I fear I have detained you too long, but even so I can only touch on the fringe of some of those big questions to which all thinking men, whether British or Indian, must find of absorbing interest at the present day. I am confident that with the maintenance of mutual trust between your own and the Indian mercantile communities your Chamber will continue to be able to play a part in the commercial future of this country which will be recognised by all to be in the highest interests of India and Britain alike.

Sir Joseph Kay said,—Your Excellency and Gentlemen,—It is my pleasure this afternoon on behalf of members to propose a vote of thanks to the Committee for the manner in which they have conducted the affairs of the Chamber during the past year. I feel we should all like to express our indebtedness to Mr. Winterbotham our retiring President not only for the successful way in which his work of the Chamber has been carried out but also the work of the Associated Chambers of which Mr. Winterbotham was President during last year. Our best thanks are also due to Mr. Miller, our Vice-President, and one of our representatives in the Bombay Legislative Council, and to the other members of the Committee for the excellent work they have done on our behalf during the past year. With these few remarks, Gentlemen, I move, "That the thanks of the Chamber be tendered to the President, the Vice-President and the outgoing Committee for their able conduct of the affairs of the Chamber during the past year."

Mr. C. N. Moberley, C.I.E., seconded the resolution which was carried with acclamation.

Mr. C. H. Goodall proposed, Mr. F. C. Annesley seconded, and it was agreed :—

"That the nomination of the following members of the Committee of the Bombay Chamber of Commerce for the year

1930-31 in accordance with the provisions of Article 39 (*g*) be and is hereby confirmed :—

SIR LESLIE HUDSON, KT., M.L.C.
SIR ERNEST JACKSON, KT., C.I.E.
SIR JOSEPH KAY, KT.
P. BARKER, ESQ.
A. R. INGRAM, ESQ.
W. M. PETRIE, ESQ.
ALBERT RAYMOND, ESQ."

Mr. E. J. Bunbury proposed, Mr. B. Brown seconded and it was agreed :—

"That MESSRS. A. F. FERGUSON & Co. be and are hereby elected Auditors of the Chamber's accounts for the year 1930 at a remuneration of Rupees two hundred and fifty."

Mr. J. R. Abercrombie said :—The honour has fallen to me of proposing a very hearty vote of thanks to His Excellency the Governor for again coming to the Annual General Meeting of the Bombay Chamber of Commerce.

His Excellency has always shown a keen interest in the Commerce of this Presidency and his presence here today, in spite of the many and various calls upon his time, adds a personal touch which we greatly appreciate. So long as this happy liaison continues I feel that we may look forward with confidence to a sympathetic understanding of the many difficulties which confront us in these uncertain times.

Before putting this resolution to the meeting may I be permitted to introduce a personal note and thank you for the great honour you have done me in electing me President for the ensuing year? The standard set by my predecessors is one which I shall find difficult to emulate but I can only say that I shall do my best to justify the confidence you have placed in me. Gentlemen, I beg to propose a very hearty vote of thanks to His Excellency Sir Frederick Sykes for his presence here today.

The resolution was seconded by Mr. B. Brown and carried with acclamation.

A vote of thanks to the President terminated the proceedings.

# Bombay Chamber of Commerce.

## ANNUAL REPORT.

### ELECTION OF PRESIDENT AND VICE-PRESIDENT OF THE CHAMBER FOR THE YEAR 1930.

In accordance with the prescribed regulations Mr. J. R. Abercrombie and Mr. L. A. Halsall were elected President and Vice-President respectively of the Chamber for the year 1930.

### CHANGES IN THE COMMITTEE DURING 1929.

Mr. G. Z. Meli and Mr. C. C. Gulliland resigned their seats on the Committee during the year and were succeeded by Mr. E. Lieberherr and Mr. J. R. Abercrombie respectively.

### BOMBAY LEGISLATIVE COUNCIL.

#### Chamber's Representative.

Mr. G. L. Winterbotham, one of the representatives of the Chamber in the Bombay Legislative Council, resigned his seat in June 1929 and Sir Leslie Hudson was elected to serve in his stead.

## PORT TRUST BOARD.

### CHAMBER'S REPRESENTATIVES.

The terms of office of SIR LESLIE HUDSON, MESSRS. F. C. ANNESLEY, P. BARKER, E. MILLER and G. L. WINTERBOTHAM as the Chamber's representatives on the Board of Trustees of the Port of Bombay expired on the 31st March 1929 and in accordance with the prescribed regulations SIR LESLIE HUDSON, MESSRS. F. C. ANNESLEY, P. BARKER, E. MILLER and MR. G. L. WINTERBOTHAM were re-elected to serve for a further period of two years commencing from 1st April 1929.

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## MUNICIPAL CORPORATION.

### CHAMBER'S REPRESENTATIVE.

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The term of office of MR. D. J. C. WALLACE as the Chamber's representative in the Bombay Municipal Corporation expired on 31st March 1929 and MR. WALLACE was re-elected in accordance with the prescribed regulations to represent the Chamber for a further period of three years.

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## BOMBAY SMOKE NUISANCES COMMISSION.

### CHAMBER'S REPRESENTATIVE.

The term of office of MR. B. BROWN as the Chamber's representative on the Bombay Smoke Nuisances Commission expired on the 31st December 1929 and MR. A. GEDDIS was nominated by the Committee to serve on the new Commission which was constituted for a period of two years from that date.

## INDIAN AUXILIARY FORCE ADVISORY COMMITTEE.

### Chamber's Representative.

The term of office of Lt.-Col. H. R. Watson as the Chamber's representative on the Advisory Committee for the Bombay District under the Auxiliary Force Act, 1920, expired on the 24th June 1929 and the Committee re-nominated him to serve for a further period of one year from the above date.

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## INDIAN CENTRAL COTTON COMMITTEE.

### Chamber's Representative.

Mr. A. F. Fotiadi, the Chamber's representative on the Indian Central Cotton Committee, resigned his seat on proceeding on leave and Mr. T. G. Ralli was nominated to serve in his stead. Later in the year Mr. Ralli resigned his seat and Sir Joseph Kay was nominated to take his place.

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## BOMBAY IMPROVEMENTS COMMITTEE.

### Chamber's Representative.

The term of office of Mr. R. H. Parker, the Chamber's representative on the Bombay Improvements Committee, expired on the 28th April 1929 and Mr. Parker was, under the prescribed regulations, re-elected to serve for a further period of three years.

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## BOMBAY SEAMEN'S SOCIETY.

### Chamber's Nominee.

Under Rule 1 (*e*) of the Rules and Regulations of the Bombay Seamen's Society, the members of the Society consist

of, among others, one person nominated by the Bombay Chamber of Commerce and the Chamber was requested in March 1929 to nominate a member to the Society. The Committee accordingly nominated MR. R. J. F. SULIVAN.

## B. B. & C. I. RAILWAY LOCAL ADVISORY COMMITTEE.

MR. E. C. REID, the Chamber's representative on the B. B. & C. I. Railway Advisory Committee, resigned his seat in April 1929 on proceeding to Europe on leave and MR. F. C. ANNESLEY was nominated to serve in his stead.

## UNIVERSITY OF BOMBAY.

### ELECTION OF FELLOW BY THE CHAMBER.

Under the provisions of Section 13 (ii) of the Bombay University Act, 1928, which came into operation in August 1928, the Chamber has the privilege of electing one of its members as a Fellow of the University of Bombay. In January 1929 the Registrar requested the Chamber to elect a representative and the Committee duly nominated MR. G. L. WINTERBOTHAM.

## COUNCIL OF AGRICULTURAL RESEARCH.

### CHAMBER'S REPRESENTATIVE.

The Associated Chambers of Commerce of India and Ceylon in May 1929 informed the Chamber that His Excellency the Viceroy in his speech in the Legislative Assembly on the 28th January 1929 announced that it had been decided to establish a Council of Agricultural Research whose duties would be to promote, guide and co-ordinate research

throughout India, to train research workers by means of scholarships, and to collate and make available information on research, and on agricultural and veterinary matters generally. The Viceroy also announced that it was proposed to modify in some respects the recommendations of the Royal Commission in regard to the constitution of the Council, which would consist of, *firstly*, a Governing Body—the principal executive organ of the Council—presided over by the Member of the Governor-General's Council in charge of Agriculture, and comprising 17 other members, of whom two would be chosen from the Legislative Assembly and one from the Council of State, and nine would be nominated by the Governments of nine major provinces; and, *secondly*, an advisory council of 39 members, whose function would be to give expert advice to the Governing Body, and submit for its approval programmes of research inquiry. In addition to these two bodies it was hoped that the major provinces would establish committees to work in close co-operation with them.

In a telegram received by the President of the Associated Chambers in April 1929 the Government of India stated that they had accepted the recommendation of the Royal Commission on Agriculture that the Council should include representatives of the European and Indian business communities and considered that these representatives should be nominated by the Associated Chambers of Commerce of India and Ceylon and the Federation of Indian Chambers of Commerce respectively. Under the modified constitution of the Council as announced by the Viceroy these representatives would be members of the Governing Body. The President was requested to intimate as soon as possible the name of the representative nominated.

After consulting the Bengal Chamber of Commerce, the President submitted the name of SIR JOSEPH KAY to the Government of India.

## SUB-COMMITTEES.

Following the procedure adopted in former years, the usual standing Sub-Committees with an additional one for Agriculture were appointed to assist the General Committee during the year 1929 :—

*Import.*

A. McIntosh, Esq. (*Chairman*).
J. Bullock, Esq.
R. A. F. Kidson, Esq.
E. G. Montgomery, Esq.
H. G. Ogden, Esq.
T. M. Zouros, Esq.

*Shipping and Export.*

A. Achlimbari, Esq.
C. Bramble, Esq.
A. O. Brown, Esq.
F. H. French, Esq.
E. Lieberherr, Esq.
J. G. Milne, Esq.

*Docks and Railways.*

H. P. Ball, Esq.
E. Donovan, Esq.
A. S. Gillespie, Esq.
A. Peel-Goldney, Esq.
C. E. Leman, Esq.
R. C. Lowndes, Esq.

*Finance.*

F. C. Annesley, Esq.
H. A. W. Brent, Esq.
B. Brown, Esq.
E. J. Bunbury, Esq.
A. G. Gray, Esq.
J. C. Hanning, Esq.
J. G. Ridland, Esq.

*Income-Tax.*

Leslie Blunt, Esq.
C. H. Goodall, Esq.
D. L. Stiven, Esq.
R. H. Parker, Esq.

*Agriculture.*

E. Miller, Esq., M.L.C.
E. Lieberherr, Esq.
N. B. Macbeth, Esq.
T. G. Ralli, Esq.
H. Whitehouse, Esq.

Mr. H. G. Ogden, Mr. E. Lieberherr, and Mr. D. L. Stiven subsequently resigned their seats and were succeeded by Mr. J. R. Abercrombie, Mr. A. Boller and Sir Hugh Cocke respectively.

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## MEMBERSHIP OF THE CHAMBER.

The total membership of the Chamber on the 31st December 1929 was 169 Chamber Members and 12 Associate Members, against 159 Chamber Members and 6 Associate Members at the end of 1928. The following are the names of the Chamber Members elected during the year under report :—

Messrs. Duxburys, Ltd. Proposed by Lloyds Bank Limited, and seconded by Messrs. Forbes Forbes Campbell & Co., Ltd.

Messrs. Clarke and Smith. Proposed by the National Bank of India, Ltd., and seconded by Messrs. Cox & Kings (Agents), Ltd.

Messrs. W. J. Burrows. Proposed by the National Bank of India, Ltd., and seconded by Messrs. W. H. Brady & Co., Ltd.

Messrs. G. Atherton & Co. Proposed by the National Bank of India, Ltd., and seconded by the P. & O. Banking Corporation, Ltd.

Messrs. Strauss & Co., Ltd. Proposed by the Chartered Bank of India, Australia & China, and seconded by Burmah-Shell Oil Storage and Distributing Co. of India, Ltd.

Messrs. G. Griffiths & Co. Proposed by the Anglo-Siam Corporation, Ltd., and seconded by Messrs. B. Reif, Ltd.

Messrs. Arnhold & Co., Ltd. Proposed by Messrs. E. D. Sassoon & Co., Ltd., and seconded by Messrs. Forbes Forbes Campbell & Co., Ltd.

Imperial Chemical Industries (India), Ltd. Proposed by Lloyds Bank Limited, and seconded by Messrs. A. F. Ferguson & Co.

United Steel Companies (India), Ltd. Proposed by Messrs. A. F. Ferguson & Co. and seconded by Messrs. Grindlay & Co., Ltd.

Anglo-Persian Oil Company, Ltd. Proposed by Burmah-Shell Oil Storage and Distributing Co. of India, Ltd., and seconded by Messrs. Shaw Wallace & Co.

General Motors India Ltd. Proposed by Burmah-Shell Oil Storage and Distributing Co. of India, Ltd., and seconded by Imperial Chemical Industries (India), Ltd.

The following are the names of the Associate Members elected during the year :—

Messrs. Valensa & Co. Proposed by the Comptoir National d'Escompte de Paris and seconded by Messrs. Kahn & Kahn.

International General Electric Co., Inc. Proposed by the National Bank of India, Ltd., and seconded by Messrs. W. T. Henley's Telegraph Works Co., Ltd.

C. I. B. A. (India) Ltd. Proposed by Messrs. Volkart Brothers and seconded by the National Bank of India, Ltd.

Havero Trading Co., Ltd. Proposed by the Chartered Bank of India, Australia and China, and seconded by Messrs. James Finlay & Co., Ltd.

Messrs. Lloyd Triestino Navigation Co. Proposed by Messrs. Killick Nixon & Co. and seconded by Messrs. James Finlay & Co., Ltd.

Sapt Textile Products, Ltd. Proposed by the National Bank of India, Ltd., and seconded by Messrs. P. Chrystal & Co.

Messrs. Brunner Mond & Co. (India), Ltd., resigned their Chamber Membership during the year.

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## TWELFTH CONGRESS OF CHAMBERS OF COMMERCE OF THE BRITISH EMPIRE.

The Twelfth Congress of Chambers of Commerce of the British Empire will be held in London in the last week of May 1930. In this connection the Associated Chambers of Commerce of India and Ceylon in October 1929 forwarded to the Chamber a copy of a letter they had received from the Federation of Chambers of Commerce of the British Empire suggesting that in view of the fact that the Imperial Conference would take place presumably in the Autumn it was proposed to organise sectional meetings as between one unit of the Empire and another as an integral part of the Twelfth Congress. The Associated Chambers were asked whether they were prepared to organise strong groups of business men of India for this purpose. It was argued that if the ground was adequately prepared and the delegations had the weight of business opinion in their countries behind them and were armed with definite proposals for the development of trade with other units of the Empire there could be no doubt that the Twelfth Congress would mark a very real step forward in the advancement of inter-Imperial trade.

The Associated Chambers asked for the views of this Chamber on the subject but stated that the President was

inclined to think that it would be difficult for the Associated Chambers as a body to put forward views on behalf of India as a whole.

The Committee in reply stated that they agreed with the President and thought it would be difficult for the Associated Chambers to fulfil the conditions referred to above. They suggested, however, that if there was a general feeling on the part of Chambers that the Association should participate, the matter might be discussed at the annual general meeting in December 1929.

An informal discussion took place at the above meeting when it was decided to leave the matter in the hands of the Bengal Chamber with a view to the latter discussing the question with the Federation of Indian Chambers.

## NEW IMPORT TRADE RETURN.

During the year under review the Committee of the Chamber in consultation with the Import Sub-Committee had under consideration the question of the publication by the Chamber of a monthly return of imports of piecegoods and yarns into Bombay giving the number of packages of each class of goods imported by each of the various houses. A circular was issued to all members on the 12th April 1929 inquiring as to whether they would be prepared to subscribe to the return in the event of the Committee deciding to issue it. In view of the replies received it was decided to issue the first return for the month of April.

## INLAND TRADE STATISTICS.

In a circular letter issued to members on the 1st of October 1929 the Associated Chambers of Commerce of India

and Ceylon mentioned that the Government of India had under consideration the question of the revision of the Indian trade statistics, more especially the issue of statistics bearing on the inland trade, and stated that it had been suggested that the figures would be of greater value to the trade if they were accompanied by a commentary, somewhat on the lines of the reviews issued by the big banks in London. This commentary would be edited under the auspices of the Director-General of Commercial Intelligence and Statistics, the Associated Chambers of Commerce and the Federation of Indian Chambers.

The Committee in reply informed the Associated Chambers that they saw no objection to the proposal provided the cost would not be too high and that politics were excluded from the proposed commentaries. The Committee thought that the experiment appeared well worth trying.

The matter was informally discussed at the annual meeting of the Associated Chambers of Commerce in December 1929 when it was generally felt that the Association might co-operate with the Federation of Indian Chambers for the purpose of further discussing the matter with the Government of India.

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## VISIT TO THE CHAMBER OF THE HON'BLE SIR GEORGE SCHUSTER.

The Hon'ble SIR GEORGE SCHUSTER, K.C.M.G., C.B.E., M.C., Finance Member of the Government of India, visited the Chamber on the 24th April 1929 and had an informal discussion with the Committee on the following subjects:—

1. *Banking Inquiry.*—With particular reference to the period of time likely to be involved by the Central Committee's inquiries.

2. *Income-tax on Provident Funds.*—With particular reference to the position of private provident funds pending the introduction of the necessary legislation.

3. *Income-tax Amendment Bill.*—With general reference to the proposed Boards of Referees.

4. *Diversion of trade from Bombay.*—With particular reference to the Committee of Inquiry which the Government of Bombay has been asked to set up and the evidence likely to be forthcoming from the Government of India regarding Kathiawar ports trade.

5. *Road Development Committee's report.*—With particular reference to the utilization of the extra petrol tax for the raising of loans for financing road development.

6. *Bombay-Karachi Air Mail Service* in its financial aspect.

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## INDIAN LEGISLATIVE ASSEMBLY.

### Representative of the Associated Chambers of Commerce of India and Ceylon.

The Associated Chambers in July 1929 informed the Chamber that Sir James Simpson, the Association's representative in the Legislative Assembly, had intimated that under medical advice he would not be returning to India to attend the September session of the Assembly. It was stated that the President had made inquiries in likely quarters with a view to arranging for a successor but without success. He proposed, therefore, if no other name was suggested to the Association in the meantime, to allow his own name to be submitted to the Government of India with a view to his being nominated to the seat.

The Chamber was asked whether the President's nomination was agreed to or in the alternative whether any other name was suggested. The Committee in reply stated that they approved of the submission of the President's name for nomination as the representative of the Association in the Legislative Assembly.

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## THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON.

(*See Report*, 1928, *Vol. I*, *page* 12.)

As was noted in the Report for 1928 the Bombay Chamber was elected at the annual meeting of the Associated Chambers of Commerce of India and Ceylon held in Calcutta on the 17th and 18th December 1928, to nominate the President of the Association for the year 1929, and the Secretary of the Chamber was elected Secretary of the Association for the same period.

The headquarters of the Association was accordingly located in Bombay during the year and the eleventh annual general meeting was held in Bombay on the 16th and 17th December 1929. The Committee of the Chamber nominated the President for the time being of the Chamber to be President of the Association, and Sir Hugh Cocke took over the Presidentship until the annual meeting of the Chamber on the 5th March 1929, when Mr. G. L. Winterbotham became President of the Chamber and of the Association.

The eleventh annual general meeting was opened by His Excellency Sir Frederick William Sykes, P.C., G.C.I.E., G.B.E., K.C.B., C.M.G., Governor of Bombay, on Monday, 16th December 1929, at 11-30 a.m. at the Town Hall, Bombay.

The discussions on the various resolutions were subsequently held in the rooms of the Chamber on the 16th and 17th December 1929, Mr. G. L. Winterbotham, the President of the Association, being in the chair.

The following is a list of the subjects in connection with which resolutions were unanimously adopted at the above meeting:—

1. Income-tax on sums expended as commissions and bonuses to employees.
2. Income-tax: Carrying forward of business losses.
3. Representation of Assessees in Income-tax proceedings (Section 61).
4. Double Super-tax on Companies.
5. Railway Finance.
6. The Negotiable Instruments Act, 1881.
7. The Insolvency Acts.
8. Letters Patent of the Bombay, Calcutta, Madras and Rangoon High Courts.
9. Abolition of Import Duty on Wattle Bark.
10. Servants' Compartments in Railway Upper Class Coaching Stock.
11. Railway Freight Rates on Cotton.
12. Railway Rates for Fuel Oil.
13. Standard Form of Government Contract.
14. Government Competition with private Enterprise.
15. Mechanical Cultivation.
16. Internal Air Services.
17. Air Mail Service.
18. Hours of work of Salaried Employees.

Resolutions on the following subjects were withdrawn after discussion :—

19. Income-tax: Double depreciation allowance for Machinery running day and night.

20. Customs penalty duty on shortages.

21. The interference of unregistered Trade Unions in Industrial Disputes.

Resolutions on the following subjects were withdrawn without discussion :—

22. Establishment of Commercial Court.

23. Air Communications across India.

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## INCOME-TAX ON CONTRIBUTIONS TO PRIVATE PROVIDENT FUNDS.

(*See Reports*, 1915, *pp.* 46, 264 ; 1920, *Vol. I, page* 11 ; 1921, *Vol. I, page* 29 ; 1923, *Vol. I, page* 13 ; 1926, *Vol. I, page* 138 ; 1927, *Vol. I, page* 50 ; 1928, *Vol. I, page* 58.)

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In the Chamber's Report for 1928, Volume I, page 62, it was noted that the following resolution was passed at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta on the 16th and 17th December 1928 :—

"That in view of the difficulty which appears to exist in bringing private provident funds within the scope of the Provident Funds Act, 1925, this Association recommends that pending the solution of the problem, the contributions both of employers and employees to private provident funds approved by the Governor General in Council shall by notification under Section 60 of the Indian Income-tax Act be declared to be exempted from income-tax and that such exemption

should also extend to amounts withdrawn by employees from provident funds."

In the course of the discussion that took place at the meeting the Hon'ble Sir George Schuster, Finance Member of the Government of India, stated that Government definitely desired to encourage thrift and that they wanted to see that a man obtained exactly the same benefits from his provident funds as he got when he took out an insurance policy on his life. Sir George Schuster mentioned that the letter which had gone out from the Government of India was not very clear on the point as to what was the nature of the accumulated sum when it passed to the employee and he emphasized that the position would be that these payments would be treated just in the same way as payments to a man who had taken out an insurance policy when the policy became payable. He added that there were considerable difficulties in the way of extending the whole benefits of the Provident Funds Act to private provident funds but what he proposed to do was to submit to one or two representatives selected by the Associated Chambers a full statement of the Government case and of the difficulties that they saw in granting these further concessions.

The question was subsequently discussed at Delhi between the Government of India and representatives of the Associated Chambers. As a result of these discussions a draft notification was prepared by Government and examined by Sir Hugh Cocke in consultation with the Committee of the Chamber. At the beginning of April, however, Sir Hugh Cocke informed the Chamber that the Government of India were of the opinion that the matter could not properly be dealt with by notification but that the necessary changes must be made by legislation by means of a Bill to amend the Income-tax Act.

The matter was the subject of informal discussion between the Hon'ble the Finance Member and the Committee during the former's visit to Bombay and subsequently the Government of India embodied their proposals in a letter, dated 1st June, to all Local Governments and Administrations. These proposals consisted of (1) the extension of all the concessions enjoyed by Government and Railway Provident Funds under the Provident Funds Act of 1925 to quasi-Government Provident Funds at the discretion of the Government of India in each case and (2) the granting of the income-tax concessions only to such provident funds of private firms, companies and associations as are established under irrevocable trusts and have been approved by the Commissioner of Income-tax acting under instructions issued from time to time by the Governor-General in Council. It was stated that the concessions would be subject to the following conditions :—

(1) The concessions would only be allowed in respect of employees who were employed in India or under an employer whose principal place of business was in British India.

(2) Contributions made by the employee would be exempt only to the extent that the aggregate of such contribution and the contribution of the employer and of the sums paid to effect an insurance on the life of the employee or of his wife did not exceed one-sixth of the total income of the employee.

(3) The accumulated balance at the credit of an employee would, when paid, be exempt from income-tax and excluded from his total income only if he had rendered five years' service under the employer ; but the Commissioner

of Income-tax, at his discretion, might allow exemption from tax and exclusion from total income of the amount paid if he was satisfied that the employee's service had been terminated on account of ill-health or from some cause beyond his control such as the contraction or the discontinuance of the business or undertaking in which he had been employed.

The initial conditions which the funds of private firms, companies and associations must observe in order to secure the approval of Commissioners of Income-tax were laid down as follows :—

(1) The concessions would be allowed only to a regularly constituted provident fund in which contributions—both employer's and employee's—were determined on the basis of salary and paid into the fund (*i*) in the case of contributions by the employee, immediately after deduction from his salary, and (*ii*) in the case of contributions by the employer, at such intervals not exceeding one year as the latter might determine. Casual bonuses would not get the benefit.

(2) No concessions would be allowed in respect of the employer's contributions to the extent that such contribution exceeded the contribution made by the employee.

(3) The sum of the contributions of the employer and the employee should not exceed one-sixth of the salary of the latter.

(4) The employer should not be entitled to recover or receive from the fund any sum paid by him except in cases where the subscriber was dismissed for misconduct or, save in the case of ill-health, left the service of the employer of his own accord before completing the period of service specified in the rules of the provident fund.

(5) An employee of a private company, who was also a shareholder, should not be eligible to contribute to the fund on a higher basis than salary of Rs. 1,500 per mensem.

(6) Trustees of the fund would be empowered and also be bound to deduct tax when paying accumulated balances which were not exempt from tax, and to retain in the fund the amount deducted until the subscriber had been assessed in the following year.

(7) The books of the fund should be open to inspection by Income-tax officers and the fund or the employer, as the case might be, should furnish to the Income-tax Officer returns, etc., regarding contributions and payments.

It would be open to the Commissioner of Income-tax to withdraw his approval to a fund at any time if he found that the conditions set out above or prescribed in the instructions which might from time to time be issued by the Governor-General in Council had not been fulfilled by the fund.

The extent to which an employer might deduct from his taxable profits contributions made by him to provident funds established for his employees would continue to be regulated as laid down at present in paragraph 46 of the Income-tax Manual. That is to say, in so far as such provident funds were constituted under irrevocable trusts and the contributions made by employers could not be recovered by them (except as provided above) such contributions would be admissible deductions from the taxable profits of the employer. In those cases in which employers did not desire to constitute the provident fund under irrevocable trusts for the benefit of their employees, the employer would still be permitted

to deduct from his profits the actual payments made by him during the year to employees who had retired or otherwise left the service.

In commenting on these proposals the Committee strongly urged that the concessions should have retrospective effect as it meant that otherwise every existing provident fund would have to be split into two parts, that to which the concessions did not apply and that to which they did. The Committee stated that although this in itself might not be an insuperable objection they protested most strongly against the inequity of excluding from the concessions the accumulated balances of all members of private provident funds up to the date on which the proposed new legislation would take effect.

In noting that an initial condition with which all private provident funds must comply in order to secure exemption was that the aggregate of the employer's and the employee's contributions should not exceed one-sixth of the employee's salary, the Committee stated that they failed to appreciate the necessity for this condition which would, if insisted on, entail hardship to the many members of those funds in which the aggregate of the contributions exceeded one-sixth of the employee's salary. It was quite common for each party to contribute 10 per cent. which made the aggregate one-fifth. The Committee pointed out that a limit of exemption was already set up by the stipulation that only one-sixth of the employee's income would be allowed tax free and this by itself would effectively guard against an abuse of the privileges proposed.

The Committee also urged that the limit of one-sixth of his income on which an employee could secure exemption from tax should cover his life insurance premium and his

own contributions to the provident fund only, and that the employer's contributions should not be included in the aggregate.

The Government of India submitted a lengthy reply to the above letter and their views on the various comments of the Chamber are summarised below.

In regard to the question of the exclusion of the employer's contribution from the aggregate of the limit of exemption from income-tax of one-sixth of an employee's salary, the Government of India regretted they could not regard this proposal as acceptable.

They stated that they had no desire to cause the winding up of provident funds in which the subscriptions and contributions exceeded the limit of one-sixth and new ones to be formed within the prescribed limits. Government were willing to allow the concessions to be extended to funds in which the actual subscriptions exceeded the prescribed limit subject to the maintenance of the limit of one-sixth of the whole amount of subscriptions or contributions (and, when taken out, life insurance premiums) in respect of which the employee would obtain exemption (over and above the exempted interest) and subject also to the maintenance of accounts which would show exempted and non-exempted amounts in the fund in separate entries. Government added that their proposals for legislation were being amended accordingly.

In regard to the question of the treatment of accumulated balances to the credit of members in existing provident funds, the Government of India agreed, subject to certain conditions, to exempt the aggregate of the employer's contributions and interest at the time of withdrawal.

Regarding the point raised by the Chamber with reference to the difficult accounting problems that are certain to arise in connection with accumulating interest on that portion of provident funds which will not be tax-free, the Government of India propose to embody so much of the procedure as is not fundamental in provisions giving rule-making powers which, if approved by the legislature, will enable the Government to make detailed arrangements in full consultation with interested parties and thus to solve as rapidly as possible all difficulties that may arise.

A Bill to amend the Income-tax Act on the above lines was introduced in the September session of the Legislative Assembly and after reference to a Select Committee by whom it was amended in several particulars it was passed as amended by the Legislative Assembly and the Council of State. It will come into force on a date to be notified by the Governor-General which will be after the Rules to be made under the Bill are finally framed. The Rules were published in draft form early in January 1930 and at the time of writing this report were under the consideration of the Committee. (Volume **II.**)

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## CERTIFICATES ON DIVIDEND WARRANTS.

(*See Report* 1928, *Vol. I, page* 49.)

In the Chamber's Report for 1928, a reference was made to a letter that had been addressed by the Chamber to the Associated Chambers of Commerce of India and Ceylon in regard to a representation that had been received from the Income-Taxpayers' Society, London, complaining that shareholders of certain companies in India were put to trouble in obtaining repayments of income-tax both in the United Kingdom and in India through failure to show clearly on

dividend counterfoils the amount of income-tax and super-tax paid in India, or, in cases where the dividends were paid "free of tax," the rates on which tax had been paid.

Subsequently the Associated Chambers addressed the Central Board of Revenue somewhat on the lines of this Chamber's letter to the Association suggesting that the certificate in Rule 14 of the Indian Income-tax Rules, 1922, should be amended for the purpose—

(*i*) of showing the rate of Indian income-tax in force in the year in which the declaration of dividend is made;

(*ii*) of containing a statement, analogous to that made in respect of income-tax, that super-tax has been or will be paid on the profits and gains (in whole or in part) of the Company, excluding the first Rs. 50,000, and

(*iii*) of showing the rate of super-tax current in the year in which the declaration of dividend is made.

The Central Board of Revenue in replying to the Associated Chambers pointed out that the form of certificate in Rule 14 was adopted partly to meet the precise terms of Section 20 of the Indian Income-tax Act, 1922, and partly to secure the information necessary to enable an Income-tax Officer to deal effectively with applications for refund under Section 48 (1). A certificate regarding the maximum rate of income-tax in any given financial year was not required as it was well known, while no information was necessary regarding super-tax because no refund of super-tax could be claimed under that section. Even if refunds for the purpose of double income-tax relief were claimed in the United Kingdom, the rates of tax in India were well known to the Inland Revenue authorities there and the Board presumed

that any shareholder who required the information could easily obtain it from the company in question.

The Board stated that if they had comprehended correctly the difficulties which had led to the suggestions made by the Associated Chambers, the changes proposed by the Association would not secure the desired result. What was required was a clear statement of

(*a*) the portion of the dividend not charged to Indian income-tax in cases where the certificate was to the effect that only a part of the profits and gains of the company had been charged to tax, and

(*b*) the incidence of the super-tax per rupee of the profits and gains of the company.

The Board added that an attempt had been made to secure the former result by asking companies themselves to work out the proportion of profits and gains charged to income-tax and to inform their shareholders as a matter not of statutory obligation but of convenience, difficult cases being settled, so far as possible, in consultation with the local income-tax authority. The Board expressed a hope that the experiment about to be made would be successful and would secure one of the objects which the Associated Chambers had in view.

The Board pointed out that the latter result stated in paragraph (*b*) above could not be attained by the method suggested as the figure could only be determined after super-tax had been definitely charged on the profits and gains of the company. In a case of this nature which came to their notice, the Board suggested that a company might with

advantage issue a notice to its shareholders somewhat in the following form :—

"Shareholders in the United Kingdom are entitled to a refund or rebate of the rate levied in India up to one-half of the English rate. The relevant Indian rate of income-tax is anna in the rupee, the British equivalent being in the £ and of super-tax anna in the rupee : the latter is based on the levy of one anna in the rupee on assessed income less the statutory allowance of Rs. 50,000."

This form of certificate was suitable where the entire profits and gains were charged to Indian income-tax, but would need modification to meet the case where part of the profits and gains was for any cause not taxed in India.

The Board regretted that for the reasons stated it was unable to meet the wishes of the Associated Chambers but it was hoped that the alternatives suggested might prove of service.

The arrangement referred to above, which it was hoped would overcome some of the difficulties experienced by shareholders in connection with refunds in respect of dividends derived in part from non-taxable sources, was detailed in a letter addressed to individual Chambers by the Central Board of Revenue. The arrangement which was of an experimental nature was as follows :—

(*i*) The existing form of certificate attached to Rule 14 "that income-tax

(*a*) on the entire

(*b*) on such part as is liable to be charged to Indian income-tax

of the profits and gains of the company, of which

this dividend forms part, has been or will be duly paid ....." would be retained.

(*ii*) Companies would be advised, not ordered, by Commissioners to add below the certificate, in cases where form (b) was used, a statement, where possible, to the following effect—"The Company has calculated that..... per cent. of the above dividend has been or will be charged to Indian income-tax" or where this was not possible as in the case of some interim dividends, or where the Companies so preferred, to issue a circular to this effect. In the latter case, Companies would also be advised to mark the circulars conspicuously with the recommendation to shareholders that the circular should be attached to the certificate when the latter was submitted to the Income-tax Officer in connection with a claim for a refund. If the information mentioned above was not given by the Companies the shareholders must await the result of the assessment of the Company before receiving any refund due to him. But in such cases, which they would doubtless be able to ascertain, Commissioners had been instructed to arrange for the early assessment of the Companies concerned, so far as this was possible.

(*iii*) Such certificates would normally be accepted without question by Income-tax Officers for the purpose of granting refunds. But the Commissioners had been instructed that, if the certificates granted by any Company should be found to be unfair to the Revenue by a margin exceeding, say, five per cent., that Company's certificates should not be accepted as correct in future and that the result of the actual assessment of the Company should be awaited before refunds on its dividends were granted. In extreme cases, moreover, it might be necessary to review, under Section 33, any refunds granted, but it was hoped

that such cases would be rare. The decision not to accept a Company's certificate as correct would vest in the Commissioners of Income-tax who had been requested to report any such cases to the Central Board of Revenue.

(*iv*) It was anticipated that, as a general rule, Companies would find no difficulty in calculating the percentage. If, however, such difficulty should be experienced by a Company, the Income-tax Officer concerned would be ready to give all the assistance possible, if requested to do so.

The Board added that the working of the procedure now adopted would be watched closely by Commissioners who had been requested to submit reports on its results in March 1930. The Board trusted that the elasticity of the arrangement would ensure its success and hoped that the Companies which were members of the Chamber would be ready to assist in its object.

The Committee examined the above proposals in consultation with the Income-Tax and Finance Sub-Committees of the Chamber, and felt that they were reasonable and worthy of support. The scheme allowed considerable latitude to companies and in circulating a copy of the letter among all members of the Chamber the Committee expressed a hope that members would assist the Central Board of Revenue in making it a success.

## REPRESENTATION OF ASSESSEES IN INCOME-TAX PROCEEDINGS.

A Bill was introduced in the Legislative Assembly on the 2nd September 1929 and referred to a Select Committee on the 9th idem. According to the statement of objects and reasons the Bill was designed to bring together a number of minor amendments relating mostly to points of machinery

and administration. The object of Clause 11, however, was "to prohibit the appearance in Income-tax proceedings of certain undesirable persons who, calling themselves Income-tax experts, impose on assessees."

The Committee examined the Bill in consultation with the Income-tax Sub-Committee and in addressing the Central Board of Revenue in the matter stated that they were of opinion that the Bill should be supported with the exception of Clause 11. The Committee considered that the assessee should be at liberty to choose his own representative without such limitations as those proposed and added that they were consequently opposed to the clause. They were of opinion that Section 61 of the Act as it stood was fair to all.

In the above connection the following resolution was moved on behalf of this Chamber at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Bombay on the 16th and 17th December 1929 and carried unanimously :—

"This Association disapproves of the principle involved in Clause 11 of the Indian Income-tax (Amendment) Bill, being of the opinion that an assessee should be permitted to select his own representative without restriction."

## INCOME-TAX (AMENDMENT) BILL.

### Bogus Firms and Companies.

(*See Reports* 1923, *Vol. I, page* 96 ; 1924, *Vol. I, page* 84 ; 1927, *Vol. I, page* 34).

A reference was made in the Chamber's report for 1928 to a Bill further to amend the Indian Income-tax Act, 1922, the object of which primarily was the prevention of the evasion of the payment of income-tax by the formation of bogus firms and companies. The Bill was referred to a Select Committee in February 1928, who submitted their

report in February 1929. The Select Committee made considerable alterations in the Bill, a copy of which, as amended, was forwarded to the Chamber by the Government of Bombay for opinion in April 1929.

In addressing the Government of Bombay on the subject, the Committee pointed out that the Chamber had in the past been concerned mainly with two aspects of the proposed legislation, (1) it had opposed Boards of Referees as being unsuitable to conditions in Bombay with its comparatively small business circle, (2) it was impressed with the importance of providing adequate safeguards against the harassment of *bona fide* private companies.

The Committee stated that in regard to (1) they were satisfied that there was no workable alternative to Boards of Referees and they accepted the necessity for them but strongly urged that an administrative instruction should be issued to Commissioners of Income-tax that in appointing Boards of Referees special consideration would be given to the point mentioned by the Select Committee in their remarks under clause 7 (2), *viz.*, the risk of an appellant being compelled to disclose the details of his business to a trade rival. Although Commissioners would normally choose a panel from those residing in the neighbourhood so as to avoid inconvenience and loss of time in travelling the Committee felt very strongly that if there was a likelihood of a clash of business interests between an appellant and a referee there should be no hesitation in going outside the limits of the province, if necessary, in order to secure referees of unquestionable disinterestedness.

In regard to (2) the Committee stated that they had carefully examined the Bill as amended in Select Committee and they were satisfied that the Bill in its present form was a

distinct improvement on the earlier drafts and appeared to provide adequate safeguards against the chief dangers previously anticipated. It did not, however, meet the Chamber's views expressed in a letter No. 2260/300 of 1st November 1927, that the Income-tax Officer before passing an order under clause 23A for individual instead of collective assessment should state his reasons in writing and furnish a copy thereof to the assessee. It might be argued that the assessee would see those reasons in connection with the reference to the Board of Referees and that he would almost certainly learn them earlier at the hearing given to him under sub-section (3) of clause 23A. But in the Committee's opinion, he would be in a much better position to represent his case to the Assistant Commissioner if he had this information before appearing before him. Without it he might not be able to satisfy the Assistant Commissioner even if his case were a good one and he might, therefore, be involved unnecessarily in an appeal to the Referees. The Committee therefore recommended that a provision be inserted in clause 23A making it incumbent on an Income-tax Officer before passing an order to state his reasons in writing and furnish a copy to the assessee.

Subject to these reservations the Committee agreed that the Bill was free from substantial objections and might be approved. Subsequently in September 1930 the Bill was re-submitted to Select Committee.

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## INCOME-TAX ON REMUNERATION BASED ON PROFITS OF A BUSINESS.

The following question was put by Sir Hugh Cocke, M.L.A., in the Legislative Assembly on the 11th March 1929:—

*Sir Hugh Cocke:—*

(*a*) Has the attention of Government been drawn to the case of Mahomed Kassim Rowther *vs.* The Commissioner of Income-tax,

Madras, decided by the Madras High Court on 16th September 1927, in which it was held that remuneration paid to an employee is not allowable as a deductible expense for Income-tax purposes, where it is based on the profits of a business, instead of being on a fixed salary basis ?

(*b*) Are Government aware that commission and other remuneration paid to an employee, within the meaning of salary, as described in section 7 (1) of the Indian Income-tax Act, has, in the past, been allowed as a business expense, but that, since the above case was decided, certain Income-tax Officers are refusing to allow such remuneration as a deductible expense where it is based on profits ?

(*c*) Are Government aware that, if such remuneration is not allowed as a deduction from profits, the assessable profits are correspondingly enhanced, and that this may cause super-tax to be paid on an income which is larger than the income enjoyed ?

(*d*) Will Government be pleased to state the policy they propose to follow with reference to remuneration based on profits in the case of a private business, and in that of a limited company ?

*The Honourable Sir George Schuster in reply said :—*

(*a*) The answer is in the affirmative.

(*b*) The position is correctly stated, except that, in some provinces, a distinction was made between bonuses paid *ex gratia* and bonuses paid under terms of a contract or agreement between employer and servant.

(*c*) The answer is also in the affirmative, although the Government do not necessarily accept the implication of the last words of the question.

(*d*) When the effect of the Madras High Court ruling was brought to the notice of the Government of India, they decided that the sums paid as bonus or commission should not be taxed twice, that is to say once in the hands of the employer, and again in the hands of the servant, and they therefore issued a notification in March 1928 exempting the sums in question when already taxed in the employer's hands, from taxation a second time in the hands of the servant.

The Government of India have again examined the question, and, although they do not propose to review generally the decision which they reached last year, they will modify it by issuing orders that, where a servant receives bonus or commission on profits, in virtue of a contract or agreement regarding the terms of his employment, such bonus or commission shall be treated as an expense of the business, subject to such safeguards as may, on examination, be found necessary, in order to prevent abuse of the concession in cases where the relationship between the employer and the servant is such as to render abuse possible.

The following resolution was adopted unanimously at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Bombay on the 16th and 17th December 1929 :—

"That this Association protests against the recent decision of Government to disallow as a business expense in computing profits for Income-tax purposes any sums paid by an employer to an employee as bonus or commission on profits unless such payments are obligatory by virtue of the terms of contract or agreement between employer and employee."

## INCOME-TAX.

### Writing down of Stock.

The Associated Chambers of Commerce of India and Ceylon in September 1929 forwarded to this Chamber for opinion a copy of a letter that had been received from the Punjab Chamber in regard to the following question. A private limited company had its books audited in the usual manner when it was pointed out to the auditors that, as the value of cotton had dropped by Rs. 20 per candy between the last day of the financial year and the date of the actual closing of the accounts, the management proposed to anticipate their loss by writing down the stocks to the extent of the depreciated

value. The auditors accepted this view as being a prudent one and passed the accounts. Some time later the Income-tax Officer called to examine the books, and, when the above fact came to his knowledge, he wrote up the stock value to the extent of Rs. 20 per candy which had the effect of increasing the assessable profits by about Rs. 6,000.

The Punjab Chamber contended that while the Income-tax Officer was no doubt in order in revising stock valuations if it was apparent that deliberate manipulation had taken place for the purpose of evasion of tax and particularly super-tax he was acting *ultra vires* in writing up stock valuations when any reductions made by Directors or other officers had been so made in pursuance of that ordinary business prudence which such officers were entitled, in fact were bound to observe. The Punjab Chamber inquired whether any similar instances had come to the notice of the Associated Chambers through other members of the Association or from any other source.

After consulting the Income-tax Sub-Committee the Committee suggested to the Associated Chambers that a reply might be sent to the Punjab Chamber to the effect that theoretically the contention of the Income-tax Officer was correct as in the case under reference the loss sustained by a drop in prices was not actually realized until the year following that to which the accounts related. The Committee pointed out, however, that the real value of the stocks on hand at the date of closing the accounts was what could actually be realized for them on that date. Naturally if a company held such large stocks of a commodity that the placing of them on the market would cause a fall in price the real value was less than the current market value at the closing date. The Committee understood that the usual method of valuing stocks for account purposes was to take cost or market value, whichever was the

lower, and when a substantial fall in prices had occurred within a short time after the closing date, it was only prudent for a company to take that into account in making the valuation. In the case reported it would be necessary for the assessee to see that a corresponding adjustment was made by the Income-tax Officer at the time of the next assessment. The important point was that the opening and closing stocks should be valued on the same basis, and the Committee felt that where there was obviously no manipulation of the valuations, the audited accounts should be accepted by the Income-tax Officer. This, as far as the Committee were aware, was the intention of the Legislature.

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## DISCLOSURE OF INFORMATION REGARDING THIRD PARTIES TO INCOME-TAX AUTHORITIES.

(*See Report* 1928, *Vol. I, page* 45.)

In the Chamber's report for 1928 it was mentioned that Mr. (now Sir Hugh) Cocke put certain questions in the Legislative Assembly in regard to the practice of income-tax authorities requiring assessees taxable under the head "Business" to give the names and addresses of the parties to whom interest, brokerage, etc., was paid and the amount paid to each. Government in reply stated that they had called for reports on the subject from the Commissioners of Income-tax.

The following question was put on the 28th January 1929 in the Legislative Assembly by Khan Bahadur Sarfaraz Hussain Khan. The question followed up the one put by Sir Hugh Cocke referred to above.

KHAN BAHADUR SARFARAZ HUSSAIN KHAN : (*a*) Will the Government be pleased to state if they have called for and received

reports from the Commissioners of Income-tax regarding "Details of Expenses required by the Income-tax Authorities from Assessees" (*vide* Government reply to starred question No. 722 (*a*) in the Assembly on 20th September 1928) ?

(*b*) If the answer to (*a*) be in the affirmative, will Government be pleased to state what steps they have taken or propose to take in the matter ?

The Hon'ble Sir George Schuster: (*a*) Reports were called for and have been received.

(*b*) The reports disclose that assessees who claim the allowance of payments on account of interest, brokerage, commission, etc., are usually asked to prove their claims by furnishing the names and addresses of the recipients. Such proof has been found by experience to be essential, but an assessee is not necessarily penalised by its absence if the Income-tax Officer is satisfied that the expenditure has been genuinely incurred. While the information obtained in this manner is used primarily for the proof of claims for allowances it is available for the check of the returns of income made by the recipients and also for the discovery of new assessees. The information is treated in a confidential manner and has been used with discretion by the assessing officers. The Government will not hesitate to authorize the use of all legitimate means for ascertaining what income is liable to taxation. This is the duty of assessing officers, although in exercising their powers, they are instructed to consider the convenience of assessees as far as possible. In order that these officers may be able to perform their duties without undue trouble and friction the Government relies on the public spirit and assistance of those who are liable to tax. The reports received provide evidence that, in the vast majority of cases, co-operation between officers of the Income-tax Department and the private individuals with whom they come in contact is proceeding satisfactorily, and that there is no complaint that officers are abusing their powers in the sense of causing unnecessary inconvenience or otherwise. The practice now being followed is in accord with what it has been already for many years and the Government, in the absence of any evidence to justify a change, do not propose to issue contrary instructions.

## UNITED KINGDOM INCOME-TAX.

The subjoined copy of a statement issued by the Board of Inland Revenue, London, in February 1929, was circulated for the information of all members on the 28th March 1929 and is reprinted for purposes of record :—

### UNITED KINGDOM INCOME-TAX.

*Visitors from the Dominions and foreign countries.*

The Board of Inland Revenue have reason to believe that there is widespread misapprehension about the circumstances in which and the extent to which visitors to the United Kingdom, who are not domiciled there, may incur liability to United Kingdom Income-tax. The subject is complicated, and it is not possible to deal with it fully in a general summary ; but the Board hope that the following outline of the position will serve to dispel some misunderstandings.*

(1) *Liability to tax on income arising in the United Kingdom.*

All income arising from sources within the United Kingdom (with the exception of interest from certain Government Securities such as the 5 per cent. War Loan Stock, 1929-47, to which special privileges are attached) is chargeable to United Kingdom Income-tax.

(2) *Liability to tax on income arising abroad.*

No part of a visitor's income from sources outside the United Kingdom is subject to United Kingdom Income-tax unless he is chargeable as a person residing in the United Kingdom. The circumstances in which he may become so chargeable and the extent of his liability are indicated below.

(3) *What constitutes "residence."*

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**Note.*—A special arrangement with regard to Income-tax exists between the United Kingdom and the Irish Free State and this memorandum, so far as it deals with the extent of liability to United Kingdom Income-tax, must not be taken as applicable to persons resident or income arising in the Irish Free State.

(*a*) A visitor who maintains no place of abode in the United Kingdom and whose visits are not habitual but occasional only is not regarded as resident in the United Kingdom unless he has been in the United Kingdom for a period or periods equal in the whole to six months in the Income-tax year (beginning 6th April).

(*b*) If, however, he maintains a place of abode in the United Kingdom, available for his use, he is regarded as resident for any year in which he pays a visit, of whatever length, to the United Kingdom.

(*c*) Moreover, even though he does not maintain a place of abode in the United Kingdom available for his use, and does not stay for six months in any one year, he is regarded as becoming resident if he visits the United Kingdom year after year (so that his visits become in effect part of his habit of life)and the annual visits are for a substantial period or periods of time. The question of residence in any particular case can only be determined by reference to the facts of the case. But it can be said that the Board of Inland Revenue would normally regard an average annual period or periods amounting to three months as "substantial" and the visits as having become "habitual" after 4 years. And, where the visitor's arrangements indicated from the start that regular visits for subtantial periods were to be made, he would be regarded as resident in and from the first year.

(4) *Extent of liability to tax on income arising abroad.*

A visitor who thus becomes chargeable as a resident is liable not on the whole of his income arising abroad but only on so much of that income as is received in or remitted to the United Kingdom.

In order to assist intending visitors in ascertaining their pisition the Board of Inland Revenue will be glad to express their opinion on the facts of any case being submitted to them by letter addressed to the Secretary, Board of Inland Revenue, Somerset House, London, W.C. 2. It should be added that a visitor who is charged to Income-tax in respect of his income arising abroad has the right of appeal to the Appeal Commissioners and, on a point of law, to the Courts both on the question of residence and on the question of the amount of the Income-tax liability.

## BILL TO AMEND THE IMPERIAL BANK OF INDIA ACT.

A copy of a private Bill further to amend the Imperial Bank of India Act, 1920, was received in February 1929, from the Associated Chambers of Commerce of India and Ceylon who requested to be favoured with the views of the Committee on the Bill.

In the statement of objects and reasons attached to the Bill it was stated that it was expected that a Reserve Bank for India would come into existence and would exercise the privileges at present enjoyed by the Imperial Bank of India. It would take a few more years for India to have her own Reserve Bank under the control of the Government and people of India. Eventually the Imperial Bank of India would have to take its place with other banks in India, and hence it was desired that neither the Government of India nor the Secretary of State should enter into any further agreement without the consent of the Legislative Assembly. The Imperial Bank of India Act, 1920, was framed mainly in the interest of its old constituents, the Presidency Banks, and it was desired in the interest of the taxpayer that the special privileges it had so far been enjoying should not be abused.

A number of minor amendments in the interest of the taxpayers and the Indian public were also made to focus the attention of the authorities of the Imperial Bank on their definite obligations to India and Indians.

The Committee informed the Associated Chambers that they considered the Bill should be opposed.

## ENDORSEMENTS ON DEMAND DRAFTS BY BANKS.

*(See Reports* 1926, *Vol. I, page* 107 ; 1928, *Vol. I, page* 30.)

A Bill was introduced in the Legislative Assembly on the 2nd September 1929 the object of which was to amend the Negotiable Instruments Act, 1881, so as to make it clear that the Act afforded protection to bankers in India against forged or unauthorized endorsements on demand drafts drawn by one branch of a bank upon another branch of the same bank. It was stated that a doubt had been expressed in authoritative quarters as to whether the Indian law, as it stood at the moment, extended the same protection to banks in India as the English law did to banks in England ; and, consequently, legislation was considered to be expedient in order that the position might be established beyond all doubt.

This question was the subject of a resolution at the annual meeting of the Associated Chambers of Commerce of India and Ceylon in December 1926 and of a representation to the Government of India in September 1928 (see Chamber's Report for 1928).

A motion was adopted by the Legislative Assembly on the 9th September 1929 agreeing to circulate the Bill for opinion.

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## ENDORSEMENTS ON BEARER DRAFTS AND HUNDIES.

*(See Reports* 1922, *Vol. I, page* 59 ; 1924, *Vol. I, page* 166 ; 1925, *Vol. I, page* 66 ; 1926, *Vol. I, page* 117.)

At the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta

in December 1924, the following resolution was, on the motion of this Chamber, unanimously adopted :—

"That having regard to the decision delivered on the 18th August 1924 by the Appeal Bench of the Bombay High Court, this Association requests the Government of India to take immediate steps to get the Negotiable Instruments Act, 1881, amended by the Legislature in such a manner that it will give effect to the ordinary commercial practice of treating bearer drafts, hundies and cheques as negotiable by delivery in all circumstances irrespective of any endorsement that may be made thereon."

A copy of the resolution and of the report of the discussion which preceded its adoption was duly forwarded to the Government of India, and as a result a Negotiable Instruments (Amendment) Bill was introduced in the Legislative Assembly on the 25th of January 1927 and was referred to a Select Committee which was to sit on 7th February 1927. In order to suit the convenience of members of the Select Committee and afterwards at the wish of Sir Basil Blackett the meetings were postponed until February 1928. At that time there was no quorum and it is understood that the Bill never was considered by the Select Committee who issued no report.

In addressing the Chamber in the matter in May 1929, the Associated Chambers of Commerce stated that it had been suggested that commercial opinion was no longer so interested in the proposed legislation as formerly and that the Bill should therefore be allowed to lapse. It was added that so far as the President was aware no change has taken place in the attitude of the Associated Chambers since 1924 when the question was regarded as one of urgency. But before pressing on Government the necessity for proceeding with the Bill the President asked to be furnished with the views

of the constituent Chambers at the present time in order that he might be sure of his ground.

After consulting the Finance Sub-Committee of the Chamber the Committee in replying to the Associated Chambers stated that the matter was very fully considered on this side before the resolution urging Government to amend the Act was moved by the representative of this Chamber at the meeting of the Associated Chambers of Commerce of India and Ceylon in December 1924. From the report of the debate in the Legislative Assembly on 31st January 1927, it would appear that there was some opposition to the amending Bill in certain quarters, but the reasons for the opposition were not disclosed. With a view to enlightening public opinion on this point the Committee suggested that the Government of India should be requested to call for the Select Committee's report.

So far as this Chamber was concerned the Committee repudiated the suggestion that commercial opinion was no longer so interested in the proposed legislation as formerly. On the contrary they regarded it as very important, particularly to banks, and they saw no reason why the Bill should be allowed to lapse because it had remained in abeyance for so long.

The Associated Chambers subsequently addressed the Government of India urging the latter to expedite the amendment of the Negotiable Instruments Act, 1881, in order to give effect to the ordinary commercial practice of treating bearer drafts, hundies and cheques as negotiable by delivery in all circumstances irrespective of any endorsement that may be made thereon.

A Bill which had for its object the amendment of the law on the lines indicated above was introduced in the

Legislative Assembly on the 2nd September 1929 but a motion to refer it to a Select Committee was negatived on the 9th September 1929.

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## NEGOTIABLE INSTRUMENTS.

### PROPOSED CONSOLIDATION OF THE LAW.

The Committee in September 1929 had under consideration a letter from the Associated Chambers of Commerce of India and Ceylon asking for the views of this Chamber on a suggestion of the Bengal Chamber that the law relating to negotiable instruments in India should be consolidated on the lines of the English Bills of Exchange Act of 1882 with particular reference to the comments made by the Bengal Chamber in 1924 on the more important differences between the English and Indian Acts. The Committee, after consulting the Finance Sub-Committee, submitted their remarks on the comments of the Bengal Chamber with which they were in general agreement. They also drew attention to Section 60 of the English Bills of Exchange Act which made it clear that the paying banker in England was protected whether the forged endorsement was that of the payee or of any subsequent endorsee, whereas it would appear that the corresponding Section 85 of the Indian Negotiable Instruments Act, 1881, protected the banker only in cases where the forged endorsement was that of the payee, but not that of the subsequent endorsee. The Committee considered it essential that the provisions of Section 60 of the English Act should be incorporated in the Indian Act.

A further point to which the Committee drew attention was that while there was not at the moment any great differ-

ence between Section 82 of the English Act and Section 131 of the Indian Act, they felt that both could be improved upon in view of the undefined extent of a banker's liability for negligence. The Committee understood that these sections gave rise to a great deal of litigation and they referred in particular to *Lloyds Bank* vs. *Chartered Bank of India*. It was obvious that, with the growth of the banking habit in India, the onus of investigating the constitution of firms and the extent of authority vested in individual members of such firms was more than banks could be expected to undertake. The Committee felt that the negligence clause should be qualified to "culpable" negligence or some such other protective definition.

In conclusion, the Committee stated that they were of opinion that the Associated Chambers should continue to press on the Government of India the necessity for amending the law in regard to the following three points, *viz.* (1) Negotiability by delivery of bearer drafts and hundies in all circumstances, (2) Rate of exchange for bills drawn in foreign currencies, and (3) Endorsements on demand drafts by banks.

References are made elsewhere in this Report to Bills dealing with the first and third items.

The following resolution was adopted unanimously at the annual general meeting of the Associated Chambers on the 16th and 17th December 1929 :—

"This Association invites a reference to the recommendation of the Statute Law Revision Committee that the law relating to negotiable instruments in India should be consolidated on the general lines of the English Bills of Exchange Act, 1882; and the Association urges that the necessary action should be taken to carry out the recommendation."

## INDIAN COMPANIES ACT.

### MEANING OF TERM "YEAR".

The Registrar of Companies in January 1929 asked the Chamber to bring it generally to the notice of members that he had had occasion to draw the attention of a registered company to the fact that sections 32, 76 and 131 of the Indian Companies Act each provide that the balance sheet is to be prepared and the meeting held "once at least in every year" and that by virtue of the General Clauses Act, Section 3 (59) "year" means year reckoned according to the British Calendar.

The above construction of the sections in question was accordingly brought to the notice of all members.

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## ADMISSION OF "COMMERCIAL DOCUMENTS" IN EVIDENCE WITHOUT FORMAL PROOF.

(*See Reports* 1926, *Vol. I*, *page* 98; 1927, *Vol. I*, *page* 87.)

The Government of India in August, 1929, informed the Government of Bombay that they had decided to undertake legislation so that commercial documents which were accepted as *prima facie* correct in commercial circles might be admitted in evidence without formal proof, and further that the proposed legislation should take the form of a separate Act on the lines of the Bankers' Book Evidence Act, 1891. The Government of India were of opinion that it should not be confined to any particular class of suits or any particular class of courts, that the term "commercial documents" should not be defined, but that a list of such documents should be set out in a schedule to the Act, power being reserved to the Government of India to add to the list from time to time.

The Government of Bombay asked for the views of the Chamber with reference to the documents which should be included in the schedule of the Act, which the Government of India proposed to enact.

The Committee in reply suggested that the undermentioned documents should be included in the proposed list.

(1) Certificates of the Manchester Ship Canal, or of any similarly recognised authority in any British Colony, or in a Foreign Country as to dates of receipt of goods.

(2) Lloyds Shipping Register, or other recognised Shipping Register of any British Colony, or a Foreign Country.

(3) Lloyds Weekly Shipping Index, or any similarly recognised publication in any British Colony, or in a Foreign Country.

(4) Consular certificates in respect of goods shipped or shut out.

(5) Certificates issued by a Chamber of Commerce as to delays in manufacture owing to strikes, etc.

(6) Survey Reports by Surveyors appointed by a Chamber of Commerce.

(7) General Average Statements.

(8) Official Logs kept by British ships.

(9) Account sales of a foreign agent.

(10) Such documents as the parties have by agreement undertaken to accept.

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## LETTERS PATENT OF THE BOMBAY HIGH COURT CLAUSE 12.

(*See Report* 1928, *Vol. I, page* 89.)

In the Chamber's Report for 1928 a reference was made to the question of the proposed amendment of clause 12 of the Letters Patent of the Bombay, Calcutta and Madras High Courts. In this connection the Bengal Chamber of Commerce suggested to the Associated Chambers of Commerce

of India and Ceylon that the opportunity might be taken with equal advantage to move Government for a further modification of the Letters Patent so as to bring all actions *in personam* within the original jurisdiction of the High Court in cases where the defendant resided within the local limits of such jurisdiction or the cause of action arose there wholly or in part. It was pointed out that actions of this nature covered suits for specific performance of contract for the transfer of immovable property, and suits for the recovery of damages for the wrongful extraction of minerals from another person's property. Such suits it was contended stood on the same footing as suits on mortgage and there was no reason why they should be kept out of the original jurisdiction of the High Courts.

After consulting the Chamber's solicitors the Committee in replying to the Associated Chambers stated that the two cases specifically pointed out by the Bengal Chamber were suits for specific performance of contract for the transfer of immovable property and suits for the recovery of damages for the wrongful extraction of minerals from another person's property. The Committee presumed therefore that the Bengal Chamber was not referring to actions *in personam* generally but to actions to compel the performance of contracts between parties to a suit relating to immovable property.

It had been held by the Calcutta High Court that a suit for specific performance by a vendor was not a suit for land, whereas a suit for specific performance by a purchaser was a suit for land. So that while the former could be filed in the High Court, even in respect of a property outside its jurisdiction, the latter could not be so filed. In order to avoid this anomaly there could not, in the opinion of the Committee, be any question that an amendment of the Charter

to include such suits as a suit for specific performance by a purchaser and also a suit for the recovery of damages for the wrongful extraction of minerals from another person's property, was necessary.

In regard to the form which the amendment should take, the Committee considered that perhaps the most convenient way would be to add an explanation to Clause 12 of the Letters Patent either to the effect that suits on mortgage of land as also for specific performance and for damages for the extraction of minerals, etc., were not suits for land, or to the effect that a suit for land did not include a suit in respect of a mortgage or for specific performance or for damages for the extraction of minerals.

At the annual general meeting of the Associated Chambers held on the 16th and 17th December 1929 the following resolution was moved on behalf of this Chamber and carried unanimously :—

"This Association recommends to the Government of India that in view of the conflicting decisions of the High Courts of Bombay, Calcutta and Madras as to the true meaning of the words 'suits for land' in Clause 12 of the Letters Patent of those High Courts, Clause 12, be so amended as to establish beyond question that the said High Courts have jurisdiction to entertain a suit on a mortgage of land, as also a suit for specific performance of a contract for the sale or purchase of land, as also a suit for damages for wrongful extraction of minerals from land, where either of the parties to such suit resides, or the cause of action arises, either wholly or in part, within the local limits of the ordinary original jurisdiction of the High Court, notwithstanding that the land is situated without such local limits.

"The Association suggests that such amendment may be most conveniently effected by adding an explanation to Clause 12 of the Letters Patent of each of the said High Courts to the effect that a suit

for land does not include a suit on a mortgage of land, nor a suit for a specific performance of a contract for the sale or purchase of land, nor a suit for damages for the wrongful extraction of minerals from land. And this Association further recommends that Clause 10 of the Letters Patent of the Rangoon High Court, corresponding to Clause 12 of the Letters Patent of the said High Courts of Bombay, Calcutta and Madras, be similarly amended."

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## DELAYS IN THE ADMINISTRATION OF JUSTICE.

(*See Reports* 1917, *pp.* 14, 152; 1924, *Vol. I, page* 143; 1925, *Vol. I, page* 59; 1926, *Vol. I, page* 100; 1927, *Vol. I, page* 85.)

The European Association in August 1929 asked for the support of the Chamber to a representation that it had made to the Chief Justice of His Majesty's High Court of Judicature, Bombay, calling attention to the very serious delays in the administration of justice in the Police Courts, the Small Causes Court and in the High Court of Bombay.

The Association suggested that these delays would be to a great extent lessened, if not avoided altogether, by the adoption *inter alia* of the following suggestions:—

1. Adjournments to suit the convenience of Counsel should not be allowed.

2. Adjournments on other grounds should be granted only in exceptional circumstances.

3. Cases when opened should be allowed to proceed to a finish without interruption by (*a*) applications and (*b*) other suits.

4. Cases in which litigants were not ready to proceed with their suits when called upon should be placed at the bottom of the list.

5. The position in the cause list of a suit should be determined by the date when the suit was "set down" and not the date of the Plaint.

6. An increase in the number of the judiciary was considered necessary.

7. By controlling the increase in the number of lawyers in all Courts and by raising the standard of examination.

The Committee after carefully examining the matter in consultation with the Chamber's Solicitors, stated that they were in general sympathy with the complaints and suggestions of the European Association and requested the latter to furnish them with copies of subsequent correspondence with a view to the Chamber supporting the Association's representation to the Hon'ble Chief Justice. Up to the time of writing this report, no further communication has been received from the European Association.

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## DELAYS IN THE OFFICE OF THE OFFICIAL ASSIGNEE.

The question of the working of the Official Assignee's Office was the subject of correspondence with a member of the Chamber during the year under review. As a result of their inquiries the Committee, in addressing the member, stated that in commenting on Sections 56 and 57 of the Provincial Insolvency Act last year they referred to the unsatisfactory working of the Office of the Official Assignee of this Presidency and expressed themselves in favour of fixing a time limit of one year within which Official Receivers must close the insolvency proceedings and distribute the proceeds. They also recommended that, where available, accountants should be appointed as Receivers. These recommendations were accepted by the Associated Chambers and were included in a representation to the Government of India who were understood to have asked Local Governments

and High Courts to consider the advisability of rules being issued under Section 79 with reference thereto.

It appeared that the delays in the Official Assignee's Office arose mainly from the weakness of the staff, especially on the accountancy side, and their consequent inability to deal adequately with the books of insolvents. The Office had, however, been recently reorganized and in view of the accumulation of previous arrears the Committee did not consider that a long enough period had elapsed to judge of the competency of the staff or to ascertain whether it was sufficient to secure the proper working of the Office.

The Committee stated that they had considered the advisability of taking the matter up afresh either by means of a petition to the Chief Justice or by a question put through the Chamber's representatives in the Legislative Council. But as in either case the Office of the Official Assignee would presumably be asked to supply the reply and additional work would thus be thrown on an already overworked department, which might, since the reorganization, be endeavouring to improve matters, the Committee had decided to take no such action for the present.

In the course of their investigation the Committee took the opportunity of consulting the Bengal Chamber as to the position on the Calcutta side and as to what check, if any, existed there for the prevention of abuses in the Office of the Official Assignee. From the reply which was received it appeared that no particular abuses in the Official Assignee's Office were complained of in Calcutta, that the delays which occurred were the result of the undue latitude given to insolvents, that as the law stood at the moment the positive duties imposed on the Official Assignee were very few, that in taking

action against fraudulent insolvents the initiative lay with the creditors who were unlikely to move without definite prospect of advantage to themselves, and that no real reform could be looked for until the system was changed and the law in India brought into conformity with that in England, a step which the Associated Chambers has been urging on Government for the last two years.

The Committee were of opinion that the above held good equally in Bombay and that the real remedy lay in an amendment of the law. The Committee added that this aspect of the matter was at the moment engaging their attention and was not likely to be lost sight of. (*See* page 52.)

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## IMPRISONMENT FOR NON-PAYMENT OF DEBT.

The Government of Bombay in July 1929 asked for the views of the Chamber on a proposal of the Government of India to undertake legislation for reducing the period of imprisonment for non-payment of debt.

The Government of India's proposals were—

(1) that power should be taken to order at any time postponement of payment of the decree amount, or payment by instalments, and

(2) that the period of detention in the civil prison in execution of a decree should be reduced in regard to cases falling under Section 58 (1) (*a*) of the Code of Civil Procedure from six months to three.

After consulting the Chamber's solicitors the Committee informed the Government of Bombay that it appeared from the documents submitted by Government that the sole object of the proposed legislation was to relieve the congestion

in civil jails, and the Committee were of opinion that these proposals would achieve something towards that end as they would cut down the sentence of each judgment-debtor of over Rs. 50 by one-half. The Committee were satisfied that as far as Bombay City and the Bombay Presidency were concerned the proposals put forward were unnecessary but they would appear to be required in Madras. The Committee did not think the proposed amendments would in any way prejudice creditors in the Bombay Presidency, and in their opinion there was no reason why these proposals should not be made law, except that they considered, for reasons which they gave in detail, that the first proposal should be made subject to Article 181 of the First Schedule to the Indian Limitation Act, 1908, and that Article 181 should not be amended.

## INSOLVENCY LEGISLATION.

(*See Reports* 1914, *page* 49; 1918, *page* 13; 1919, *page* 34; 1927, *Vol. I, page* 70; 1928, *Vol. I, page* 83.)

It was noted in the Chamber's Report for 1928 that an informal conference was held after the annual meeting of the Associated Chambers of Commerce of India and Ceylon on the 18th December 1928 when it was unanimously agreed that the Association should address the Government of India recommending the amendment of certain sections of the Provincial Insolvency Act, V of 1920, and the Presidency Towns Insolvency Act, III of 1909. The Associated Chambers accordingly addressed the Government of India in the matter. The Government of India in reply commented in detail on the various suggestions put forward by the Association, but in doing so made no reference to an important

point to which the Association had previously drawn special attention, *viz.*, the fundamental difference in the operation of the insolvency systems at home and in India, particularly with reference to the provisions in the English legislation laying on the Official Receiver certain duties in relation to the conduct of the debtor which are not included in the Indian Acts. The Association had pressed for the amendment of the Indian Acts so as to provide for the appointment of a public authority whose duty it would be to investigate and to supervise the conduct of an insolvent and to bring him to book in the event of his misconduct. The Associated Chambers informed the Chamber that they proposed to draw the attention of the Government of India again to this question.

The Committee, in consultation with the Chamber's solicitors, carefully considered the comments of the Government of India with which they were generally in agreement.

The following resolution was carried unanimously at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Bombay on the 16th and 17th December 1929 :—

"This Association recommends to the Government of India the amendment of the Presidency Towns Insolvency Act and the Provincial Insolvency Act with a view to the incorporation, in these Acts, of provisions similar to those provided by the English law laying on the Official Receiver the duty of investigating the conduct of the insolvent and taking such action in connection therewith as may be necessary."

## PRESIDENCY TOWNS INSOLVENCY ACT.

### Proposed amendment of Section 18.

The Government of Bombay in August 1929 asked for the views of the Chamber in regard to a proposal of the

Government of India to amend Section 18 of the Presidency Towns Insolvency Act, so as to give the High Court Judge in insolvency power to stay insolvency proceedings pending against the same debtor in any Court subject to the superintendence of the High Court. It was suggested that this need had been felt in Calcutta in view of the common practice prevailing there of debtors, who had carried on business in the city, retiring to some part of the province sufficiently remote from that town and getting an accommodating creditor to present a petition in insolvency against them in a District Court with a view to discouraging Calcutta creditors from prosecuting their claims in insolvency or securing a searching investigation of the debtors' conduct and affairs. It was further stated that the mofussil courts were unwilling to exercise their power to stay their own proceedings under Section 36 of the Provincial Insolvency Act.

The Committee examined the matter in consultation with their legal advisers and informed the Government of Bombay that they agreed with the suggestion of the Government of India that the power to annul or stay proceedings should be exercisable by the High Court not merely after adjudication but at any time after the presentation of an insolvency petition under Section 10 of Act III of 1909. It was suggested by the Burma Chamber at the annual meeting of the Associated Chambers of Commerce of India and Ceylon in December 1928 that the Indian Insolvency Acts should be amended so as to have the adjudication on a mofussil insolvent held in the Presidency town, under the Presidency Towns Insolvency Act, when more than a half of the debts were due to creditors in the Presidency town. The Committee, however, did not think that such a provision was either necessary or advisable.

Under the terms of the amendment as proposed by the Government of India the High Court would be able to exercise its discretion in each case. The Committee saw no objection to the amendment proposed by the Government of India and they were of opinion that it might well prove beneficial to creditors in the Bombay Presidency and elsewhere.

## CERTIFICATES IN CONNECTION WITH PROBATE OF WILLS AND LETTERS OF ADMINISTRATION.

The Committee during the year under review were in correspondence with the Administrator-General of Bengal in regard to a proposal put forward by him for the adoption of a procedure under which he would, before circulating the Grant of Probate or Letters of Administration to the various joint stock companies, etc., in which the deceased held shares, issue a certificate to each company to the effect that Probate or Letters of Administration had been granted to him. The original of this certificate would be forwarded to the company concerned and retained by it as evidence of the fact that a Grant had actually been made and issued to the Administrator-General. The counterfoil of this certificate would be retained in the Administrator-General's Office with an endorsement thereon indicating the date on which the original had been sent to the company for registration.

The Committee, after consultation with the Chamber's solicitors, pointed out that so long as the proposed certificate was in fact the certificate of the Administrator-General of Bengal, a company acting upon it would not, in their opinion, run any risk. There was, however, always the possibility of an unscrupulous person obtaining a form of certificate from the Administrator-General's office and forging the signature thereon of the Administrator-General. Such forgery

might be simplified by the fact that the holder of the office of Administrator-General was constantly changing. The Committee saw no reason why any company should run this risk, and accordingly they took the view, which was in agreement with that of the legal advisers to the Madras Chamber, that it would be inadvisable for a limited company to permit dealings with shares of a deceased member, without production of the original representation, either Probate or Letters of Administration, granted by a competent Court, to the estate of the deceased member. The Articles of Association might, of course, preclude the acceptance by the company of the proposed certificate even if the company were willing to oblige the Administrator-General, in which case effect could not be given to the proposal.

The Committee added that there did not appear to them to be any serious practical difficulties in the way of getting the pucca Letters of Administration registered by several companies.

They suggested in this connection that it would be a great convenience in dealing with very large estates for probate purposes if stamps of high denominations were supplied by Government. The Committee also addressed the Government of Bombay in regard to the form in which stamp duty was payable on grants of probate and on letters of administration, and suggested that stamps of large denominations might be made available for the purpose.

In reply the Government of Bombay stated that Court fee stamps of the denominations of Rs. 3,000 and Rs. 5,000 had been introduced in Bombay since May 1928 and that this had removed to a great extent the inconvenience felt by the public in the matter of the payment of stamp duty on grants of probate or letters of administration.

The Committee subsequently suggested to the Superintendent of Stamps, Bombay, that it would facilitate the payment of probate duty if Government were to provide a stamping machine which would impress stamp duty to any amount on a single document. The Superintendent stated in reply that the question was under the consideration of the local Government.

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## CERTIFICATES GRANTED IN CONNECTION WITH "OPEN" MARINE INSURANCE POLICIES.

(*See Reports* 1926, *Vol. I, page* 102; 1928, *Vol. I, page* 31.)

A reference to the Chamber's report for 1928, Volume I, page 31, will show that the Chamber in that year opposed a proposal of Government to enforce the stamping of foreign marine insurance policies which were executed outside British India but claims for which were payable in India even when no claim was made under them.

In October 1929 the Superintendent of Stamps, Bombay, asked for the views of the Chamber on a suggestion made to the Government of India by the Calcutta Marine Insurance Association that in cases where policies of Insurance were issued outside India covering shipments made from this country and certificates were granted by the Insurance Companies to the effect that insurance had been effected, such certificates should be liable to the same amount of stamp duty as the policies which they represented. The Government of India took the view that the certificates were not themselves policies of insurance but merely constituted a transfer of interest in the policy, effected with a view to giving security

to the Banks negotiating shipping bills, and that effect could only be given to the wishes of the Association by an amendment of the law. The Association on the other hand contended that the certificates were in effect insurance policies, inasmuch as they were issued for the purpose of satisfying Banks that insurance existed and in practice they enabled the holder to collect a claim as if the property were covered by a special policy direct to the holder of the certificates.

The Committee, while sympathising with the view expressed by the Calcutta Marine Insurance Association that certificates granted under " Open" insurance policies executed abroad should, in equity to companies operating in India, who pay both income-tax and stamp duty, be liable to the same amount of stamp duty as the policies which they represented, were, however, inclined to think that the question was unimportant and in replying to the Superintendent of Stamps to this effect they stated that they understood that certificates of insurance covering cargo exported from British India were in most cases unnecessary from a Bank's point of view, as the credit establishing the business almost invariably stated that insurance was cared for by the importer. A written advice to a Bank that insurance had been cared for at the other end would be as effective as the certificates referred to which were, as a rule, unsigned. Certificates might be dispensed with altogether and evasion of duty would be easy.

The Committee considered therefore that any attempt to make certificates granted under " Open " policies executed abroad covering goods transported within or exported from British India liable to tax was likely to prove abortive and they were not in favour of legislation to this end. They added that if, however, it should be decided to undertake legislation then

they were of the opinion that it should take the form of the adoption of the United Kingdom definition of "Insurance policy" which read—"Policy of insurance includes every writing whereby any contract of insurance is made or agreed to be made or is evidenced."

The Committee added that last year the Chamber opposed a suggestion by the Government of Bombay to make foreign marine insurance policies liable to stamp duty when received in British India and they could not therefore consistently agree to the other alternative suggested in the Government of India's letter, *viz.*, that the law should be amended so as to make certificates under "Open" policies that have not been stamped in British India liable to tax when received or executed in British India.

## ACCEPTANCE OF INSURANCE POLICIES BY EXCHANGE BANKS.

A member recently informed the Chamber that some of the principal Exchange Banks doing business in India either refused to accept the policies issued by Indian Insurance Companies or accepted them with considerable reservations and restrictions. The member asked for an expression of the views of the Chamber in regard to the general attitude of the Exchange Banks in question.

After considering the question, in consultation with the Finance Sub-Committee, the Committee replied that as a result of their enquiries they had come to the conclusion that the question was mainly one of security and that no prejudice existed generally among Exchange Banks against Indian Insurance Companies as such. The Committee stated that in the fixing of limits every Bank must be left free to decide

for itself what limit was to apply in the case of each Insurance Company from the point of view of its resources and the risks it undertook, and they pointed out that these limits applied not only to Indian Insurance Companies but to various continental or colonial concerns about which Banks operating in India had little or no information.

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## INDIAN BANKING INQUIRY.

At the Annual General Meeting of the Associated Chambers of Commerce of India and Ceylon held in December 1928 at Calcutta the Hon'ble Sir George Godfrey in referring to the question of the proposed inquiry with reference to the development of Banking in India mentioned that a resolution on this subject was carried at the meeting of the Association in December 1927, when the Hon'ble Sir B. N. Mitra explained the attitude of the Government of India. Government did not disagree with the main proposition that an examination into banking in India at an early date was desirable. But they thought it would be premature, for the time being, to begin such an inquiry and that it might be desirable to await the results of the Agricultural Commission's inquiry and the inauguration of the Reserve Bank. Sir B. N. Mitra indicated that a difficulty regarding the scope of an inquiry was the fact that co-operative banking was a provincial subject.

In the course of his speech at the above mentioned meeting His Excellency the Viceroy stated that the question of such an inquiry was having the attention of the Hon'ble Sir George Schuster, the Finance Member. And later in the proceedings Sir George Schuster referred to the question

and suggested, as a preliminary, that representatives of the Federation of Indian Chambers of Commerce and of the Associated Chambers of Commerce should discuss the question with him.

It was subsequently suggested that Sir George Godfrey, Sir Hugh Cocke and a banking representative, probably from one of the Delhi banks, should attend a meeting in Delhi on behalf of the Associated Chambers.

In April 1929 the Government of India forwarded to the Chamber a copy of a letter that had been addressed to all Provincial Governments in which it was stated that it had been decided to inaugurate an inquiry into the general banking organization of the country which was intimately connected with the question of the formation of a Central or Reserve Bank. For this purpose it was proposed to set up :—

(*a*) a Central Committee, and

(*b*) a number of Provincial Committees to deal with the special requirements of different provinces, such Provincial Committees to consist of persons who have knowledge of the local conditions, which will be all important.

The Government of India added that to arrive at a clear definition of the scope and functions of the Central and Provincial Committees respectively, it was necessary to analyse in some detail the subjects which it was intended that the inquiry as a whole should cover, and the analysis arrived at in the course of the preliminary discussion was as follows :—

(*i*) The regulation of banking, with the object of protecting depositors and thereby increasing confidence in the banking system.

(*ii*) Banking education, with the object of providing facilities for obtaining training in banking and generally of creating a body

of people who had a real knowledge of the principles and practice of banking, and

(*iii*) The development and extension of banking on sound lines.

The last item was capable of further sub-division as follows :—

(*a*) Industrial banks and credit facilities for India's main industries like cotton, jute, coal, etc. ;

(*b*) Financing of foreign trade ;

(*c*) Agricultural credit (including co-operative credit) and credit facilities for small industries ;

(*d*) Mortgage banks ; and

(*e*) Financing of internal trade in connection with all the above headings.

It was suggested that heads (*i*), (*ii*) and (*iii*) (*b*) should be definitely excluded from the purview of the Provincial Committees already described, and that head (*iii*) (*a*) might also be treated from the beginning as primarily the concern of the Central Committee, although it was recognized that there were certain aspects or sub-divisions of the subject to which the Provincial Committees might make a useful contribution. The main matter for study by the Provincial Committees would, however, be head (*iii*) (*c*) (*d*) and (*e*).

As regards the composition of the Committees, it was suggested that the Provincial Committees should contain the following personnel :—

(*i*) A senior officer of Government with considerable district experience and knowledge of rural economy who would be Chairman ;

(*ii*) A co-operative expert to provide special experience on rural agricultural credit ;

(*iii*) An Indian Economist ;

(*iv*) A representative of commerce;

(*v*) A representative of the indigenous banking community;

(*vi*) A non-official with a close knowledge of the interests of the agricultural classes, who could represent their interests as the classes who required credit facilities; and

(*vii*) Possibly another non-official similarly to represent small urban interests.

It was contemplated that the Central Committee which would act throughout in close contact with the Hon'ble the Finance Member, should include the following:—

(*a*) Two members nominated in consultation with the Federation of Indian Chambers.

(*b*) Two members nominated in consultation with the Associated Chambers of Commerce.

(*c*) An Indian Economist.

(*d*) A banker nominated in consultation with the Imperial Bank of India.

(*e*) A banker nominated in consultation with the Association of Co-operative Banks.

(*f*) A banker nominated in consultation with the Exchange Banks Association.

(*g*) A joint-stock banker, and

(*h*) An indigenous banker.

A telegram was received from the Associated Chambers intimating that the Association had been requested to forward three names to the Government of India in order that the latter might select two members for the Central Committee and asking the Chamber to submit the names of suitable members who would be prepared to serve.

The Committee submitted the name of Sir Hugh Cocke.

In a press communiqué dated the 12th June 1929 the Government of India announced that the personnel of the Central Committee would be as follows:—

| | |
|---|---|
| 1. The Hon'ble Sir Bhupendra Nath Mitra, K.C.S.I., K.C.I.E., C.B.E. (*Chairman*). | To commence his regular duties on the termination of his appointment as Member of the Executive Council of the Governor-General. |
| 2. Sir Purshotamdas Thakurdas, Kt., C. I. E., M. B. E., M.L.A., (*Vice-Chairman*). | To act as Chairman pending the taking up of his duties by Sir Bhupendra Nath Mitra. |
| 3. Mr. D. P. Khaitan. | Nominated in consultation with the Federation of Indian Chambers of Commerce and Industry. |
| 4. Mr. N. R. Sarkar. | |
| 5. Sir Hugh Cocke, Kt. | Nominated in consultation with the Associated Chambers of Commerce of India and Ceylon. |
| 6. The Hon'ble Mr. J. H. Fyfe. | |
| 7. Dr. L. K. Hyder, M.L.A. | Indian Economists. |
| 8. Mr. Manu Subedar. | |
| 9. The Hon'ble Mr. V. Ramdas Pantulu | Representatives of the Co-operative movement. |
| 10. Rai Jamini Mohan Mitra Bahadur. | |
| 11. Mr. W. Lamond. .. | Nominated in consultation with the Imperial Bank of India. |
| 12. Lala Harkishan Lal. .. | Joint Stock Banker. |
| 13. Mr. R. W. Buckley. .. | Representative Exchange Banker. Nominated in consultation with the Exchange Banks' Association. |
| 14. The Hon'ble Raja Sir Annamalai Chettiar, Kt. | Indigenous Bankers. |
| 15. Mr. Jadu Nath Roy. | |
| 16. Mr. G. K. Devadhar, C.I.E. | Representatives of the general interests of the public from the side of those who require credit facilities. |
| 17. Mr. R. K. Shanmukham Chetty, M.L.A. | |
| 18. Choudhri Mukhtar Singh, M.L.A. | |
| 19. Seth Haji Abdoola Haroon, M.L.A. | |
| 20. Mr. Jamal Mahomed. | |
| 21. Nawab Sir Sahibzada Abdul Quaiyum, K.C.I.E., M.L.A. | |
| Mr. V. K. Aravamudha Ayangar, C.I.E. | Secretary. |
| Mr. R. P. Masani. .. | Joint Secretary. To commence his duties on the termination of his appointment as Secretary to the Bombay Provincial Banking Enquiry Committee. |

The Central Committee later published a questionnaire which was referred by the Committee of the Chamber to the Finance Sub-Committee. The replies submitted by the latter to the questionnaire were adopted by the Committee and forwarded to the Central Committee. The text of these replies will be printed in full in *Volume* II.

As mentioned above it was decided to set up a number of Provincial Committees to deal with the special requirements of different provinces in addition to a Central Committee. The personnel of the Bombay Provincial Committee was :—

(1) Mr. J. A. Madan, C.I.E., I.C.S., (*Chairman*).
(2) Mr. V. L. Mehta .. .. .. Co-operative Expert.
(3) Prof. V. J. Kale .. .. .. Indian Economist.
(4) Mr. Jamshed N. R. Mehta of Karachi. Representative of Commerce.
(5) Mr. L. D. L. Buckley .. .. .. Do.
(6) Mr. Virachand Vanichand Desai .. Representative of Indigenous Bankers.
(7) Mr. B. S. Kamat .. .. .. Representative of Agricultural interests.
(8) Mr. P. R. Chikodi, M.L.C. .. .. Representative of Urban interests.

Mr. R. P. Masani (*Secretary*).

The Bombay Provincial Committee issued a questionnaire which the Committee of the Chamber referred to the Finance Sub-Committee for consideration and report. The Finance Sub-Committee, with the co-operation of the Agricultural Sub-Committee, submitted replies to the questionnaire and these replies were embodied in a letter to the Provincial Committee.

The text of the letter will be printed in full in *Volume* II.

The Vice-President, Mr. E. Miller, M.L.C., Sir Leslie Hudson, M.L.C., Mr. A. R. Ingram and Mr. R. J. F. Sulivan, Secretary, appeared before the Bombay Provincial Committee on the 18th December 1929 for the purpose of tendering oral evidence on behalf of the Chamber.

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## LAND TRANSFER SYSTEM.

At the request of the Government of Bombay Mr. A. Kirke Smith, Solicitor to Government, while on leave in 1927 undertook an inquiry into the working of the Land Transfer System in England and the feasibility of its application to the Town and Island of Bombay. Mr. Kirke Smith submitted his report to Government in July 1928.

The Government of Bombay in May 1929 asked for the views of the Chamber on the report. The Committee consulted the Chamber's solicitors on the subject and then addressed a lengthy letter to Government in which, after pointing out certain difficulties which were possibly not apparent from a perusal of the report, they expressed the opinion that on the whole the system had much to commend it. They felt that it would undoubtedly abbreviate the business of transferring land and would be cheaper than the present system. Further, if the provisions as regards indemnity were satisfactory, that would be an additional advantage. If the system was made voluntary the Committee doubted if it would be much availed of and the expense of the administration would perhaps not be justified. If the system was made compulsory some provision would undoubtedly have to be made as regards production of evidence of title where probate or administration on a transmission by death was not compulsory, and the indemnity must be a real indemnity to

cover all possible cases of hardship. The Committee thought that, after the initial stages had been overcome, the system would prove of advantage to the commercial community.

The full text of the Committee's letter together with a letter from the Chamber's solicitors on the subject will be found in *Volume* **II.**

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## PURCHASE OF STORES BY THE GOVERNMENT OF INDIA.

### Rupee Tender System.

In a Resolution No. S. 217, dated the 13th September 1928, the Government of India announced their decision to replace the existing arrangement for the supply of articles for the public service by a system of rupee tenders for delivery in India and published for criticism draft rules which had been framed to give effect to that policy. After careful consideration of the criticisms received from the various Chambers of Commerce and other representative industrial and commercial organisations, the Governor-General in Council on the 12th December 1929 published the rules in their final form and directed that they should regulate the purchase of stores by all Departments and officers of the Central Government and of the Provinces other than Governor Provinces, with effect from the 1st January 1931. In the interval stores may be purchased in accordance with these rules whenever it is found convenient to do so.

A copy of the Rules will be reproduced for purposes of record in *Volume* **II.**

## PROPOSED INDIAN SALE OF GOODS ACT.

The Government of Bombay in August 1929 asked for the views of the Chamber on a Bill to define and amend the law relating to the sale of goods which was drawn up by a Special Committee that had been appointed by the Government of India for the purpose.

The Committee in consultation with the Chamber's solicitors carefully examined the Bill and, in replying to the Government of Bombay stated that they had nothing but praise to offer for the measure in question which had been, in their opinion, very carefully drafted after a great deal of thought, consideration and investigation, and it was eminently a measure which, in their opinion, should find its place upon the Statute book at the earliest possible date.

The Committee observed that the Special Committee had departed from the policy hitherto so common in Indian legislation of inserting illustrations to the various sections of the Act. The Committee were informed that these illustrations had frequently led to disputes and that there had been instances where an illustration was no illustration at all of the subject-matter of the section to which it purported to be an illustration. The Committee were entirely in accord with the policy of the Special Committee in omitting illustrations to the sections of the Bill, and leaving it to the Courts, where necessary, to construe the sections as they stood.

The Bill was introduced in the Legislative Assembly on the 1st September 1929 and referred to a Select Committee on the 9th idem.

# DISPOSAL OF MINING CONCESSIONS BY AUCTION OR TENDER.

(*See Report* 1927, *Vol. I, page* 97.)

It will be recollected that at the annual meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta in December 1927 the following resolution was adopted unanimously :—

"(*a*) That this Association is of the opinion that any proposal to secure additional revenue from time-expired mining concessions by disposing of them under a system of auction or tender and to make new concessions yield an appreciably higher revenue than is at present derived from them is contrary to the best interests of the country.

"(*b*) That this Association views with apprehensions the apparent tendency in recent Government proposals to look upon the mineral development of India as a suitable object for increased taxation and to withhold from it the fundamental support necessary for all capital investment in mining ventures, namely, security of tenure.

"In support, therefore, of the unanimously expressed views of Chambers of Commerce throughout India, this Association resolves to recommend to Government that the policy with respect to minerals which will bring the greatest ultimate benefit to India lies in attracting capital for the development of the mineral resources of the country by guaranteeing security of tenure to concession holders and by establishing the cost of mineral concessions and the rates of royalty on the minerals at a nominal figure."

A copy of the resolution was duly submitted to the Government of India for favourable consideration.

In reply to a question asked in the September Session of the Legislative Assembly by Mr. G. L. Winterbotham as to when the Government of India would announce their decision on the subject, the Hon'ble Sir Bhupendra

Nath Mitra stated that further consideration of the proposal had been postponed pending the revision of the existing constitution of India as a result of the recommendations of the Statutory Commission on Reforms.

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## COURTS OF ENQUIRY APPOINTED UNDER SECTION 21 OF THE INDIAN MINES ACT.

### Representation of Interests concerned.

The Director of Information and Labour Intelligence (Labour Office), Bombay, in June 1929, asked for the views of the Chamber on a proposal to issue the following rule under section 30 (*b*) of the Indian Mines Act, 1923 :—

"A Court of Inquiry appointed under section 21 of the Act shall permit a relative of any person whose death may have been caused by an accident with respect to which an inquiry is being held, and the owner, agent or manager of the mine in which the accident occurred and any person appointed by the order in writing of the majority of the workmen employed at the said mine, and any person appointed in writing by an association of workmen to which the deceased at the time of his death belonged, or by any association of employers of which the owner is a member, or by any association to which any official or workman employed in the mine belongs to attend and examine any witness either in person or by his counsel, solicitor, pleader or agent, subject nevertheless to the power of the Court to disallow any question which, in its opinion, is not relevant or is otherwise not a proper question."

In a letter addressed by the Government of India to all Local Governments and Administrations the former stated that the law regarding the constitution of Courts of Inquiry into accidents occurring in mines was substantially the same

in India as in the United Kingdom. A difference arose, however, from the fact, that whereas in Great Britain a Coroner's inquest was ordinarily held in addition to a Court of Inquiry in cases of accidents in mines resulting in death, in India a magisterial inquiry into the cause of death was not compulsory in the cases of deaths *prima facie* due to accidents. In Coroner's inquests into deaths caused by accidents in mines, interested persons and associations in the United Kingdom were given a statutory right by section 84 (8) of the British Coal Mines Act, to attend and examine any witness either in person or by counsel, solicitor or agent. The Government of India had also ascertained that though there was no statutory obligation, Courts of Inquiry constituted under the Coal Mines Act in Great Britain permitted interested parties to participate in the investigation, to question witnesses, to cite witnesses and to address the court.

The Government of India were of opinion that parties directly interested in accidents in mines in India should be given the opportunity of participating in investigations made by Courts of Inquiry appointed under section 21 of the Indian Mines Act, especially as in India such Courts were ordinarily the only formal tribunals which entered into the question of the precise cause of the deaths. As in the case in Great Britain, the Government of India had no doubt that the assistance given by labour and other representatives would often prove useful to the Courts and that the representation of interested persons before the Courts would tend to inspire greater confidence in the findings of the Courts. These advantages would, it was considered, more than compensate for the possible protraction of proceedings.

The Committee in reply stated that the draft rule had their approval.

## INDIAN STATUTORY COMMISSION.

### TRANSFER OF LAW AND ORDER.

(*See Report* 1928, *Vol. I, page* 21.)

Towards the end of March 1929, the Associated Chambers of Commerce of India and Ceylon forwarded to the Chamber a copy of a letter that they had received from the Upper India Chamber of Commerce suggesting that a fresh reference might be made to the Chambers in regard to the question of Police Administration.

The Upper India Chamber considered that a great deal of confusion had been caused by the manner in which oral evidence had been given by the representatives of the Association before the Statutory Commission in regard to Law and Order and they recommended to the President of the Association that an immediate referendum be made to the constituent Chambers asking them specifically to weigh the question and to state unequivocally whether or not they favoured the transfer of Law and Order (Police) to Provincial Ministers responsible to the Legislatures. The President accordingly submitted the following questions to the Chambers :—

(1) Does your Chamber consider that the Associated Chambers' attitude on the subject of Police Administration requires clarifying by a further reference to the Statutory Commission ?

If so,

(2) Does your Chamber consider that the further submission to the Commission should deal only with the opinions which were held in July 1928 or with any different opinions which may have since been formed ?

(3) Does your Chamber favour the transfer of the Police Administration to a Minister responsible to the Legislature or not ?

Please state whether you have taken an opinion from your members or from your Committee.

(4) If your Chamber does not favour the transfer, do you desire to offer any views as to the alternative you propose ?

(5) Are you in favour of your opinions and views being submitted to the Commission as applying to your Province ?

It was pointed out that while a definite expression of opinion on the desirability or otherwise of handing over the administration of the Police to a Minister responsible to the Legislature might result in a majority against transfer, a mere statement to this effect, unsupported by reasoned arguments and alternative proposals, would have no constructive merit. Chambers might feel, however, that this was of minor importance and that it was for the Statutory Commission to evolve an alternative method of administering the Police.

The Committee gave the subject their careful consideration and submitted the following replies to the specific questions put by the President of the Associated Chambers :—

(1) As conditions vary considerably in different provinces and as it might be helpful to the Statutory Commission to have on record the views of individual Chambers the Committee are of the opinion that a further reference should be made to the Commission.

(2) So far as the Bombay Chamber is concerned the opinion of the Committee has undergone no change since July 1928. But in the case of other Chambers it is possible that opinion has crystallized as a result of the events of the last few months and the Committee consider that the further submission to the Commission should take the form of a letter setting forth the feeling of the individual Chambers comprising the Association as it exists to-day.

(3) This Chamber does not favour the transfer of Police administration to a Minister responsible to the Legislature.

This opinion is that of the Committee who feel that in this matter they are in a position to speak for the main body of members of the Chamber.

(4) The Committee do not desire to offer any views as to an alternative method of administering the Police.

(5) The views expressed above are to be taken as those of the Bombay Chamber of Commerce as applying to this Presidency.

In conclusion, the Committee suggested that if the President decided to make a further reference to the Statutory Commission attention should be drawn to the fact that all the members of the delegation which attended to give evidence on behalf of the Associated Chambers before the Commission in Calcutta in January 1929 would be in England that summer and would probably be available to give further oral evidence if invited by the Commission.

The Associated Chambers subsequently forwarded to the Chamber a copy of a letter they had addressed to the Statutory Commission on the subject and a copy of this letter was circulated to all members with Circular No. 1532/52 of the 26th June 1929. The letter was also published in all the leading newspapers in India on the 27th June. For purposes of record the letter will be reproduceed in *Volume* II.

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## INDIAN STATUTORY COMMISSION.

### Discriminatory Legislation.

When the delegates from the Associated Chambers of Commerce of India and Ceylon gave oral evidence before the Indian Statutory Commission towards the end of January 1929,

the Chairman of the Commission suggested that they should draft a clause for the new Government of India Act which would provide reasonable safeguards against discriminatory legislation. From the report of the oral evidence it appeared that Sir John Simon's words were:—

"I would ask you to let us have, on whatever professional advice you choose to employ, the draft of the sort of clause that you have in mind. Do not leave it by saying that you will leave it to the lawyers; just employ the best men you feel inclined to employ if you do not feel inclined to do it yourselves, and have a Committee meeting and put it down. We would really like to have a clause about this."

It was consequently decided that the Association should endeavour to have a clause drafted by the most suitable counsel available in Calcutta and Bombay. Drafts were accordingly prepared with the assistance of counsel and of the legal advisers of the Bengal and Bombay Chambers of Commerce and were forwarded by the Associated Chambers to the Indian Statutory Commission. Both drafts were subsequently revised and the two sets will be reproduced *in extenso* in *Volume* II.

## PROPOSED RESERVATION OF THE COASTAL TRAFFIC OF INDIA TO INDIAN VESSELS.

(*See Reports* 1927, *Vol. I, page* 167; 1928, *Vol. I, page* 202.)

Reference was made in the Annual Report for 1928, to the correspondence that had passed between the Government of Bombay and the Chamber in regard to Mr. S. N. Haji's Bill for the reservation of the coastal traffic of India. The Committee were of opinion that the Bill was an attempt to obliterate British shipping interests in this country and constituted a flagrant and uninformed piece of discriminatory legislation. They apprehended that if the principle contained in the Bill were once admitted other interests would in succession be expropriated.

At the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta in December 1928 the following resolution moved by the Bengal Chamber of Commerce was carried unanimously :—

This Association claims, on grounds alike of India's interests and of common justice, that the Indian legislatures should not, by legislation or taxation indicating discrimination of a racial or communal character, imperil the existence or development of, or otherwise cause prejudice to, any commercial or industrial interests in India.

The resolution was in due course forwarded by the Associated Chambers to the Government of India for consideration and later the President of the Association addressed a letter to all Members of Parliament, Chambers of Commerce in the United Kingdom and certain other public bodies and influential persons, forwarding a copy of the report of the discussion which preceded the adoption of the resolution, the report of the Select Committee on the Bill to reserve the coastal traffic of India to Indian vessels and a copy of the above Bill as amended by the Select Committee. The co-operation of the persons addressed was asked in securing that India's new constitution should contain safeguards against discriminatory legislation. (*Volume* **II.**)

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## INTERNATIONAL LABOUR CONFERENCE.

### Twelfth and Thirteenth Sessions, Geneva, 1929.

The Indian delegation to the twelfth session of the International Labour Conference which opened at Geneva on the 30th May 1929 was composed as follows :—

To represent the Government of India :—

*Delegates.*—Sir Atul Chatterjee, High Commissioner for India; and Dr. R. P. Paranjpye, Member, India Council.

*Adviser and Substitute Delegate.*—Mr. A. G. Clow, I.C.S.

*Advisers.*—Col. H. H. Hudson, Deputy Traffic Manager, Calcutta Port Trust, and Mr. A. Dibdin, India Office, London.

To represent Employers :—

*Delegate.*—Mr. Kasturbhai Lalbhai.

*Advisers.*—Mr. P. Mukherjee, President, Punjab Chamber of Commerce, Delhi, Mr. R. K. Shanmukham Chetty, M.L.A., and Mr. B. Das, M.L.A.

To represent Workers :—

*Delegate.*—Mr. N. M. Joshi, M.L.A.

*Advisers.*—Mr. B. Shiva Rao, President, Madras Labour Union ; Mr. V. R. Kallappa, Treasurer, All-India Railwaymen's Federation ; Mr. Abdul Matin Choudhury, M.L.A., and Mr. G. Sethi.

Mr. Dibdin also acted as Secretary to the delegation.

The Indian delegation to the thirteenth session of the International Labour Conference, which opened at Geneva on the 10th October 1929, was composed as follows :—

To represent the Government of India.

*Delegates.*—Sir Atul Chatterjee, K.C.I.E., High Commissioner for India, and Sir Geoffrey Corbett, K.B.E., C.I.E., I.C.S.

*Adviser and Substitute Delegate.*—Mr. C. W. A. Turner, C.I.E., I.C.S.

*Advisers.*—Mr. J. E. P. Curry, Shipping Master, Bombay, and Captain Sir Edward Headlam, Kt., C.S.I., C.M.G., D.S.O.

To represent Employers.

*Delegate.*—Mr. Jadunath Roy, Calcutta.

*Advisers.*—Mr. P. H. Browne of Messrs. Mackinnon Mackenzie & Co., Calcutta, Mr. Fakirjee Cowasjee, Karachi, and Mr. M. A. Master of Messrs. The Scindia Steam Navigation Co., Bombay.

To represent Workers.

*Delegate.*—Mr. M. Daud, M.A., B.L., President, Indian Seamen's Union, Calcutta.

*Advisers.*—Mr. Syed Munawar, B.A., M.L.C., General Secretary, Indian Seamen's Union, Bombay, Mr. L. G. Pradhan, B.A., LL.B., *Vice-President*, Indian Seamen's Union, Bombay, and Mr. Muzzammil Ali, Assistant General Secretary, Indian Seamen's Union, Calcutta.

Mr. C. W. A. Turner also acted as Secretary to the delegation.

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## INTERNATIONAL LABOUR CONFERENCE.

### FOURTEENTH SESSION.

In October 1929 the Government of India issued a press communiqué to the effect that they had been informed that the Fourteenth Session of the International Labour Conference would open at Geneva on the 9th June 1930. The items on the formal agenda of the session were :—

I. Forced Labour.
II. Hours of work of salaried employees.

Under the double discussion procedure of the Conference, these two items were due for final discussion at the Fourteenth Session. The Government of India understood that an item relating to working conditions in coal mines might be added to the agenda for first discussion.

The Committee supported the nomination of Sir George Godfrey, a past President of the Bengal Chamber of Commerce, as the Employers' Delegate from India and the nomination of Mr. P. Mukerjee, Chairman of the Punjab Chamber of Commerce, Delhi, as one of the Advisers to the Employers' Delegate.

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## FORCED LABOUR.

The question of forced labour came up for preliminary discussion at the Twelfth Session of the International Labour

Conference which was held at Geneva in May/June 1929. At this session the form of the questionnaire to be issued to the States members of the International Labour Organisation was decided. The final decision as regards the proposed Draft Convention and Draft Recommendation on the subject will be taken at the Fourteenth Session, which will open at Geneva on the 9th June 1930.

The Director of the Labour Office, Bombay, in October 1929 asked for the views of the Chamber on the various questions incorporated in the questionnaire. The Committee in reply stated that they had no remarks to offer as the question of "Forced Labour" did not concern the members of the Chamber.

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## HOURS OF WORK ON BOARDSHIP.

(*See Report* 1927, *Vol. I, page* 168.)

The Shipping Master, Bombay, in January 1929, forwarded to the Chamber a copy of a letter addressed by Sir Atul Chatterjee, the High Commissioner for India, to the Hon'ble Mr. A. C. McWatters, in connection with the question of the international regulation of hours of work on boardship. With a view to assisting the International Labour Office in the preparatory work for the Special Maritime Session of the International Labour Conference to be held in October 1929, the High Commissioner desired to receive precise information on the following points :—

The determination of the kind of work done by men of different categories. The normal hours of labour both at sea and in port; the importance of overtime work and the kinds of payment therefor;

the necessary numbers of men required for different tasks, etc.—according to the type of navigation, and all other necessary complementary and related problems.

The Shipping Master asked to be furnished with all the information possible on the question.

The Committee in consultation with the Shipping and Export Sub-Committee replied stating that the normal hours of duty on boardship at sea and in port on vessels in the Indian trade were the same now as they were in 1927 (see Chamber's Report for 1927).

As far as the Committee were aware no payment was made for overtime work done on boardship, but when such overtime work was performed the men generally were given a corresponding reduction in the hours of work the following day if this was possible.

The Committee did not think it necessary to give a detailed description of the nature of the work done and the number of men required, as the members of the Conference must have knowledge of the former, while as regards the latter the number of men must necessarily vary according to the class of ship. In any case, the Committee were of opinion that the office of the Shipping Master would be in a better position to furnish the particulars asked for by Sir Atul Chatterjee.

The Government of India in April 1929 asked for the views of the Chamber on a list of questions relating to hours of work and the organization of work on boardship that had been drawn up by the International Labour Office and addressed to the Governments of all maritime countries.

The question was referred to a special Sub-Committee consisting of Sir Leslie Hudson, Mr. F. C. Annesley and

Mr. A. S. Gillespie, who submitted detailed replies to the various questions. The Sub-Committee's report was adopted by the Committee and forwarded to the Government of India. The questions and answers are too lengthy to quote here but are reproduced for purposes of record in *Volume* II.

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## HOURS OF WORK OF SALARIED EMPLOYEES.

The Director of the Labour Office, Bombay, in September 1929, asked for the views of the Chamber on a questionnaire issued by the International Labour Office on hours of work of salaried employees which is the second item on the agenda for the Fourteenth Session of the International Labour Conference to be held at Geneva in June 1930.

The Committee referred the questionnaire to the same special Sub-Committee that dealt with the reference from the Royal Commission on Labour in India. The report of this special Sub-Committee was adopted by the Committee.

The first question in the questionnaire was :—

"Do you consider it desirable that the International Labour Conference should adopt a Draft Convention to regulate internationally the hours of work of salaried employees ? If you are not in favour of a Draft Convention are you in favour of a Recommendation?"

In replying to this question the Committee stated that they did not think it desirable to endeavour to regulate internationally the hours of work of salaried employees. They were unable to see any advantage in attempting to systematise the entire employment of the world by legislation and were surprised that such a proposal should be put forward seriously. In industries where a number of persons were gathered together in factories, and worked under more

or less ascertained conditions of physical fatigue, etc., this might be possible, though even then the Committee did not think it was advisable, but to endeavour to extend it further seemed to them to be ridiculous. The hours of work which the average individual was capable of doing per week without danger of injury to health must vary with the conditions under which the work was carried out in different forms of employment, climatic conditions, etc. Taking the world as an individual unit of industry over a period of years it seemed to the Committee that the standard of living must depend on its output of work and to limit such output beyond the necessity of local conditions would lower and not raise the average standard of living. If an attempt was going to be made to limit the hours of work internationally, it appeared to the Committee that the limits would have to be set to provide for the most unfavourable conditions which prevailed and in course of time such limitations would be to the disadvantage rather than to the advantage of the classes of employees it was intended to help. The Committee felt that the evils of sweated work could only be abolished by enlightened local legislation and a realisation by the workers of their responsibilities as well as their grievances. The only road to this ideal was the course of time and education. There could be no "short cut" to it through international conventions. Further, international limitation of output would undoubtedly lead to limitation of earning capacity and this would probably result in an increase in the number of independent workers, such as tailors and seamstresses in the East End of London and in other great cities, which was probably the worst form of sweated labour in the world.

For the reasons given above the Committee did not favour either a Convention or a Recommendation. Such being the

case the remaining questions did not really arise. In case, however, a Convention or a Recommendation might be considered necessary the Committee submitted brief replies to certain of the other questions.

The following resolution was unanimously adopted at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Bombay on the 16th and 17th December 1929 :—

"This Association recommends to Government to oppose the proposal of the International Labour Conference for a convention or recommendation on the subject of the regulation of hours of work of salaried employees as such convention or recommendation will be difficult, if not impossible, of application in this country." (*Volume* II).

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## ROYAL COMMISSION ON LABOUR IN INDIA.

His Excellency the Viceroy announced on January 28th, 1929, at the opening of the Legislative Assembly, that His Majesty the King-Emperor had approved of the establishment of a Royal Commission under the chairmanship of the Right Hon'ble J. H. Whitley to enquire into the conditions of labour in India. His Majesty was pleased to approve that the Commission should be constituted with the following terms of reference :—

"To enquire into and report on existing conditions of labour in industrial undertakings and plantations in British India, on health efficiency and standard of living of workers and on relations between employers and employed; and to make recommendations."

and that it should consist of the following persons :—

*Chairman.*

The Right Honourable J. H. Whitley.

*Members.*

The Right Honourable Srinivasa Sastri.
Sir Alexander Murray, Kt., C.B.E.
Sir Ibrahim Rahimtoolah, Kt., C.I.E.
Sir Victor Sassoon, Bart.
Mr. N. M. Joshi, M.L.A.
Mr. A. G. Clow, I.C.S.
Mr. G. D. Birla, M.L.A.

Mr. John Cliff, Assistant General Secretary, Transport and Railway Workers' Union, England.

Dewan Chaman Lal, M.L.A.

Miss Beryl M. Le Poer Power, Deputy Chief Inspector, Trade Boards, England.

Mr. Kabeer-ud-din Ahmed, M.L.A.

Mr. Shahaldhari Lall, I.C.S., Department of Industries and Labour, Government of India, and Mr. A. Din, India Office, will act as Joint Secretaries to the Commission.

NOTE.—"Industrial undertaking" for the purpose of the Commission is interpreted as in Article 1 of the Washington Hours Convention, which is as follows :—

For the purpose of this Convention, the term "industrial undertaking" includes particularly :—

(*a*) Mines, quarries, and other works for the extraction of minerals from the earth.

(*b*) Industries in which articles are manufactured, altered, cleaned, repaired, ornamented, finished, adapted for sale, broken up or demolished, or in which materials are transformed; including shipbuilding and the generation, transformation and transmission of electricity or motive power of any kind.

(*c*) Construction, reconstruction, maintenance, repair, alteration or demolition of any building, railway, tramway, harbour, dock, pier, canal, inland waterway, road, tunnel, bridge, viaduct, sewer, drain-well, telegraphic or telephonic installation, electrical undertaking, gaswork, waterwork or other work of construction, as well as the preparation for or laying the foundations of any such work or structure.

(*d*) Transport of passengers or goods by road, rail, sea, or inland waterway, including the handling of goods at docks, quays, wharves or warehouses, but excluding transport by hand.

" The provisions relative to transport by sea and on inland waterways shall be determined by a special conference dealing with employment at sea and on inland waterways.

The competent authority in each country shall define the line of division which separates industry from commerce and agriculture.

In September 1929 the Government of Bombay informed the Chamber that the Chairman of the Royal Commission was prepared to co-opt to the Commission during its visit to this province two or four local non-official representatives to be designated Assistant Commissioners. The Assistant Commissioners would represent the employers and the employees in equal numbers and would assist the Commission in raising issues for discussion, evoking evidence and examining witnesses. The Chamber was asked whether it was in favour of the appointment of such Assistant Commissioners and if so to suggest the names of one or two persons who would serve. The Chamber was also asked to suggest the names of Indian ladies who would serve as Assessors to the Commission.

The Committee in reply stated that they had no objection to the appointment of Assistant Commissioners and Lady Assessors but that they had no names to suggest.

The Committee also had under consideration a schedule of subjects falling within the terms of reference to the Royal Commission which appeared likely to engage the Commissioner's attention during the course of their enquiry.

The schedule was referred to a special Sub-Committee consisting of Messrs. A. O. Brown, G. H. Cooke, A. Geddis, H. F. Hobbs, D.S.O., M.C., and J. C. K. Peterson, C.I.E.,

who drafted a letter to the Royal Commission. This draft letter which was approved by the General Committee and submitted to the Royal Commission, will be printed in *Volume* **II.**

The President, Mr. G. H. Cooke and the Secretary appeared before the Royal Commission on the 30th November 1929 for the purpose of giving oral evidence on behalf of the Chamber.

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## WORKMEN'S COMPENSATION ACT, 1923.

(*See Reports*, 1922, *Vol. I*, *page* 102; 1923, *Vol. I*, *page* 67; 1924, *Vol. I*, *page* 127 ; 1925, *Vol. I*, *page* 106 ; 1926, *Vol. I*, *page* 253 ; 1928, *Vol. I*, *page* 110.)

The Committee were asked by the Government of Bombay in January 1929 for their views on a proposal of the Government of India to examine the principles underlying the present Workmen's Compensation Act and its more important features.

The Committee referred the question to a special Sub-Committee consisting of Sir Leslie Hudson, Kt., M.L.C., Mr. A. Geddis, Mr. G. H. Cooke and Mr. D. S. Burn.

The Special Sub-Committee submitted its report in March 1929 which was adopted by the Committee. The questions on which the Government of India desired to receive opinions and the replies submitted by the Committee are reproduced below :—

*Question.*—(1) To what fresh classes of employees, if any, should the Act be extended ?

*Answer.*—In regard to the industries in this Presidency the existing Act appears sufficiently comprehensive and its further extension to unorganized industries is not recommended at present.

*Question.*—(2) Should any provisions be introduced for securing workmen against possible loss by reason of the inability of their employer to pay any compensation that may be due ?

*Answer.*—The only provision for securing workmen against possible loss which occurs to the Committee, is some form of compulsory insurance and they are unable in the present circumstances to suggest any scheme of compulsory insurance which would be equitable alike to employer and employee.

*Question.*—(3) To what extent, if any, should recurring payments be substituted for the lump sums at present payable under the Act ?

*Answer.*—The Committee consider that, at least from the employers' point of view, lump sum payments are preferable to recurring payments but they suggest that the compensation should be payable to the Commissioner for Workmen's Compensation who should have discretionary powers to issue it in instalments.

*Question.*—(4) Should the scales of compensation be enhanced either for the more poorly paid workmen or generally ?

*Answer.*—The present scale of compensation is considered sufficient.

*Question.*—(5) Should the waiting period be reduced either generally or in the case of those workmen who are disabled for more than 10 days, and if so to what extent ?

*Answer.*—The waiting period should remain at 10 days.

*Question.*—(6) Should the list of relatives entitled to claim compensation be enlarged ?

*Answer.*—The list appears already rather long but the Committee suggest that widowed sisters and widowed daughters might reasonably be included provided effect can be given to their recommendation (7) *infra.*

*Question.*—(7) Should proof of dependence be required in order to enable a relative to claim compensation ?

*Answer.*—The Committee are of the opinion that proof of dependence should be produced to substantiate every claim for compensation.

*Question.*—(8) Should the compensation payable vary with the number of dependants and with the extent of their dependence on the deceased workmen ?

*Answer.*—Compensation should be fixed irrespective of the number of dependants.

*Question.*—(9) Should Section 12 of the Act be amended :—

(*a*) so as to place the ultimate liability for compensation on the person directly employing the workmen in every case, or

(*b*) so as to place the ultimate liability for compensation on the principal, or

(*c*) in any other manner ?

*Answer.*—The Committee are in favour on the whole of keeping Section 12 as it stands.

*Question.*—(10) Should any penalty be provided in the Act for failure to comply with the provisions of Section 16 ?

*Answer.*—The Committee think that some penalty should certainly be provided in the Act for failure to comply with the provisions of this section.

*Question.*—(11) Should employers be required to submit returns of accidents in respect of which compensation has not been paid, and if so, to what accidents should this provision apply ?

*Answer.*—The Committee suggest that employers should be required to submit a return of accidents in respect of which compensation is due but has not been claimed or paid.

*Question.*—(12) Should a dependant claiming compensation be relieved of the necessity of approaching the employer for the settlement of his claim ?

*Answer.*—Dependants should have the alternative of applying to the Commissioner who should have power to initiate proceedings.

*Question.*—(13) What steps, if any, should be taken to ensure that dependants who may have valid claims for compensation do not lose compensation through ignorance of their rights ?

*Question.*—(14) Should employers be required to maintain a register of relatives of their workmen ?

*Answer.*—These two questions are correlated and may be taken together.

The Government of India state in paragraph 15 of their letter that it has been suggested that employers should be obliged to register the names and addresses of the nearest relatives of each of their workmen as soon as the workman is taken into employment. The Committee are strongly of the opinion that it would be impracticable for employers to keep such a register.

In this connection they would observe that few workmen appear to be ignorant of the fact that Workmen's Compensation is in operation since their full rights are brought to their notice by claims settling agencies and trade unions. With regard to the former the Committee consider that some provision should be made in the Workmen's Compensation Act to register and recognize these bodies and to limit the amount of commission they extract from the dependants of workmen for recovering compensation on their behalf. These agencies should be compelled by statute to lodge a return with the Commissioner for Workmen's Compensation of all commissions received in respect of recovery of compensation.

*Question.*—(15) Should Commissioners be empowered to call on employers depositing inadequate compensation for fatal accidents to make a further deposit ?

*Answer.*—The Committee see no objection to the Commissioner being empowered to call upon the employer depositing compensation in any particular case to show cause why he should not deposit an additional amount sufficient to bring the compensation up to the prescribed sum.

*Question.*—(16) Should provision be made for the suspension of distribution by the Commissioner pending the disposal of an appeal against his decision ?

*Answer.*—Where an appeal is lodged the Commissioner should have power to distribute the amount of compensation admitted by the employer as being due and to withhold the balance in dispute pending the disposal of the appeal.

## TRADE DISPUTES BILL.

(*See Reports*, 1921, *Vol. I*, *page* 67 : 1924, *Vol. I*, *page* 97 ; 1925, *Vol. I*, *page* 101; 1926, *Vol. I*, *page* 65 ; 1928, *Vol. I*, *page* 104.)

In the Chamber's report for 1928, will be found a reference to the Trade Disputes Bill which was introduced in the Legislative Assembly on the 21st September 1928. The Bill was later referred to a Select Committee who submitted their report in March 1929.

After considerable discussion the Bill was passed by the Legislative Assembly on the 8th April 1929 and by the Council of State on the 11th April 1929, and received the assent of the Governor-General on the 12th April 1929.

## MILL STRIKE.

COURT OF INQUIRY APPOINTED BY GOVERNMENT.

The Governor of Bombay in Council in July 1929 appointed a Court of Inquiry consisting of the Hon'ble Mr. Justice H. G. Pearson, Bar-at-Law (Chairman), Mr. F. S. Taleyarkhan, Bar-at-Law, and Mr. Rupchand Bilaram, B.A., LL.B. (Members), with the following terms of reference :—

1. To inquire into and ascertain the exact nature of the dispute or disputes between the employers and workmen of the mills (names of which were given) which led to the strike in those mills in March and April 1929.

2. If there was any such dispute, to what extent the employers or workmen or both were responsible in matters connected therewith?

3. What were the causes of the prolongation of the strike ? Whether the employers or workmen or both were responsible for such prolongation, and if so, to what extent ?

4. What were the difficulties in the way of a settlement of the dispute or disputes between the employers and the workmen ?

The Court submitted its report on the 2nd September 1929 and the following were its findings :—

"*Findings on the first and second points of reference.*

To sum up, we think that some of the leaders of the Girni Kamgar Union took advantage of the conditions prevailing in October 1928

*viz.*, the discontent prevailing among the workers due mainly to the fear that there would be both a cut in their wages and unemployment resulting from the proposed introduction of the standardization and efficiency schemes.

They adopted an unconstitutional method of converting the Mill Committees from advisory into executive Committees and their policy was to encourage individual action among the officers of a Mill Committee even to declare a strike though such procedure was unauthorised by the rules and in breach of the agreement of 23rd November. Instead of attempting to take corporate action or to enforce corporate agreements entered into by the officials of the Managing Committee of the Union they encouraged antagonism between the workers and the millowners and caused several lightning strikes without just cause prior to the declaration of the general strike for the purpose of fomenting unrest preparatory to the general strike which they had contemplated in October 1928, and which they brought about at the stipulated time. There was nothing in the attitude of the representatives of the Millowners at the conference of the 24th April which justified the officials of the Girni Kamgar Union in breaking off the negotiations and taking the extreme step of declaring a general strike. Their first demand was satisfied. With regard to their second demand there was no absolute refusal to go into it and the third and fourth demands were not reached. They have failed to establish their plea of victimisation of their officials and to justify their demand for reinstatement of the strikers in the Wadia group of mills.

It is difficult to say that the dispute or disputes, if any, which resulted in the general strike, existed between the workers themselves and the millowners. The dispute during this period was between the officials of the Girni Kamgar Union on the one hand and the millowners on the other, resulting from the policy and activities of the officials of the Union and the Mill Committees. In the struggle between the parties, the millowners were largely on the defensive. It is highly probable that in certain instances the millowners and their officers did not act with the same circumspection as they might have done in a more favourable atmosphere. But we think the blame lies wholly at the door of the officials of the Union for the state of affairs which prevailed during the months of March and April resulting in the general strike."

"*Findings on the third and fourth points of reference.*

To sum up, the main causes of the prolongation of the strike are:—

(*a*) the aggressive and mischievous propaganda of the officials of the Girni Kamgar Union and inflammatory appeals made by them to the workers.

(*b*) picketing and intimidation by the strikers and acts of violence committed by them on non-strikers.

One of the reasons why the mills are not working at full strength is that a number of strikers who left for their homes have not been able to return as the monsoon is not over;

In our opinion the blame for the prolongation of the strike rests mainly upon the officials of the Girni Kamgar Union.

The main difficulty in the way of settlement is the uncompromising attitude of the officials of the Girni Kamgar Union; but we think that there is an undercurrent of discontent amongst the workers due *inter alia*, to (*a*) the proposed cut of 7½ per cent. in the wages of the weavers; (*b*) the fear of unemployment in consequence of the proposed introduction of the efficiency scheme; (*c*) the non-payment of April wages. Full advantage has been taken of these causes by the officials of the Girni Kamgar Union in fomenting unrest and prolonging the strike. Some of the other difficulties in the way of a settlement are the absence of contact between the millowners and the workers and the absence of any machinery such as an arbitration board to settle disputes as they arise."

## RIOTS IN BOMBAY.

### COMMITTEE OF INQUIRY APPOINTED BY GOVERNMENT.

(*See Report*, 1928, *Vol. I*, *page* 103.)

A reference was made in the Chamber's report for 1928 to a deputation from the Bombay Chamber and the Indian Merchants' Chamber to His Excellency the Governor of Bombay on the 21st December 1928 for the purpose of drawing attention to the serious situation that had arisen in the mill area and urging that remedial steps should be taken to preserve law and order.

On the 3rd February 1929 disturbances commenced in Bombay, resulting in the death of 149 persons and the destruction of property.

On the 26th February 1929 Mr. Munshi moved the adjournment of the business of the Bombay Legislative Council for the purpose of discussing the said disturbances.

The object of the proposed adjournment was that a Committee should be appointed to inquire into the disturbances. The motion was opposed by Government as they considered that it would only add to the communal tension, and that it would be wiser to wait till the report, which Government proposed to issue, had been published; and that then the House could decide whether a Committee was necessary or not. The motion, however, was carried.

Government accordingly appointed a Committee by Resolution, Home Department (Political), No. 691, dated the 22nd April 1929, which ran as follows:—

"The Governor in Council is pleased to appoint a Committee consisting of:—

P. E. Percival, Esq., C.I.E., B.A. (Oxon.), Bar-at-Law, I.C.S., *Chairman*, and

Mirza Ali Muhammad Khan, M.A., LL.B., J.P.

Krishnalal Mohanlal Jhaveri, Esq., M.A., LL.B., to enquire into the disturbances which occurred in Bombay City in February 1929.

The terms of reference defining the matters for the consideration of the Committee are as follows:—

To enquire into the recent disturbances in Bombay, their causes and origin, the course which they took and the measures adopted by Government to suppress them, and to make recommendations.

Mr. E. W. Trotman, Under Secretary to the Government of Bombay, Home and Ecclesiastical Departments, should act as Secretary to the Committee in addition to his other duties."

The Committee submitted their report towards the end of August 1929 and the following is a summary of their recommendations :—

(1) Government should take drastic action against the activities of communists in Bombay.

(2) During a riot immediate steps should be taken to lock up, or get rid of, hooligans, including old offenders, who cause trouble in Bombay, especially those who have come to Bombay from outside, the hooligan menace being next in seriousness to the communist menace.

(3) The question whether any and, if so, what steps should be taken to control the Pathan money-lender, at least in Bombay City and its suburban area, should be referred to the Banking Enquiry Committee.

(4) A settlement should be instituted up-country for the Bombay hooligans, including old offenders, on the lines of the provisions in force in England.

(5) Steps should be taken to enrol Special Constables, to relieve some unarmed police for riot work, in the event of an emergency.

(6) The Police should be increased in Bombay up to the figure proposed by the Commissioner of Police, that is to say an increase of about 500 men in all beyond the number of the police in Bombay previous to the recent increase sanctioned by the Bombay Legislative Council.

(7) We are generally in favour of the provisions of the Emergency (Security) Bill, now before the Bombay Legislative Council, and recommend that the Bill should be passed.

(8) After the Intimidation Act has become law, action should be taken actively to enforce its provisions.

(9) Action should be taken freely under Sections 153-A and 295-A of the Indian Penal Code and cognate sections against newspapers, pamphlets and books, which excite communal hatred.

(10) There should be a reserve list of Honorary Magistrates, in order that more may be available for riot purposes in case of an

emergency; and arrangements should be made to convey Honorary Magistrates to and from their posts during disturbances, so far as possible under protection.

(11) Sanitary arrangements if possible should be made at central places where Military pickets are posted.

(12) Riot cases should be heard at an early date.

(13) The desirability of employing police instead of watchmen to guard several houses and shops at a time, at the expense of the owners, should be further considered.

(14) The possession or carrying in Bombay City, of loaded sticks and lathis with metal rings, knobs and spikes should be licensed.

(15) The Pathans should be encouraged to select some additional headmen, who would help to keep the peace in an emergency, and such headmen should be recognized by the Commissioner of Police.

(16) In times of tension glaring headlines, alarmist articles and mischievous rumours should not be published by the newspapers.

(17) In the case of a serious riot the calling out of the Military, the enforcement of the Curfew Order, the prohibition of an assembly of more than 5 persons, the combing out of bad characters, the disarming of persons and the closing of liquor shops in affected localities, and other anti-riot measures, should all be put into force as soon as this can be done.

(18) In regard to the Hindu-Moslem tension what is required is a complete change of heart. Moslems should trust Hindus and Hindus should trust Moslems. It is an all-India problem and not one that affects Bombay only. (*Volume* II.)

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## DISTURBANCES IN THE CITY.

### Bombay Port Trust Extra Fees.

The underquoted two orders dated respectively the 11th and 13th February 1929 were issued by the Bombay Port Trust in regard to the waivure of Docks extra fees on certain

days on which it was not possible for importers to effect deliveries of their goods from the Docks :—

Order No. D-6—8-8-1929.

*Subject :—Levy of Docks Extra Fees.*

As the result of the rioting in Bombay it has not been possible for importers to effect deliveries of their goods from the Docks. It has therefore been decided that Thursday, the 7th instant, and all succeeding days up to a date to be notified later are to be considered as *dies non* for the purpose of calculating extra fees. This means that all landing dates will continue to be fixed in accordance with the ordinary rules, but that all days commencing from Thursday, the 7th until such date as deliveries re-commence (which will be notified in due course by the Docks Manager) will be treated as 'Sundays' in assessing the extra fees leviable on cargo landed in the Docks.

11*th February* 1929. (Sd.) C. N. RICH,
*Manager.*

Order No. D-6—8-9-1929.

*Subject :—Waivure of Docks Extra Fees.*

As deliveries from the Docks became nearly normal during the day of the 13th February, the *dies non* notified in Docks Order No. D-6—8-8, dated 11th instant, are terminated at 5-30 p.m. on the 13th February 1929.

13*th February* 1929. (Sd.) C. N. RICH,
*Manager.*

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## DISTURBANCES IN THE CITY.

### ISSUE OF FORCE MAJEURE CERTIFICATES BY THE CHAMBER.

In view of the disturbances in the city in February 1929 which greatly interfered with the ordinary course of business owing to the absence from duty of a large proportion of

the clerical and menial staffs of offices, the Chamber decided to issue *force majeure* certificates covering the days on which, in the opinion of the Committee, work could not be carried out with ordinary despatch as a direct result of the disturbances.

The Chamber declared the 6th, 7th, 8th, 9th, 11th and 12th February 1929 as *dies non* in respect of which *force majeure* certificates would be issued after verification if applied for.

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## BOMBAY PREVENTION OF INTIMIDATION ACT.

A Bill was introduced in the Bombay Legislative Council on the 7th August 1929 for the purpose of making the offence of criminal intimidation cognizable in times of emergency. In the statement of objects and reasons attached to the Bill it was mentioned that it had been found that intimidation was very commonly practised in times of excitement in Bombay City and its neighbourhood and that the Police could not deal effectively with it under the existing law since the offence of criminal intimidation was not cognizable. It was considered necessary that the powers of the Police should be increased in times of emergency in those areas. The Bill, therefore, provided that the offence of criminal intimidation should at such times be made cognizable by a notification which could be cancelled when the emergency had passed away.

The Bill was passed by the Legislative Council on the 10th August 1929 (*Volume* II.)

## PRESIDENCY AREA (EMERGENCY) SECURITY ACT, 1929.

A Bill for safeguarding life and property in the Presidency Area in times of emergency was introduced in the Bombay Legislative Council on the 10th August 1929. In the statement of objects and reasons attached to the Bill it was mentioned that during the riots in Bombay City in February and May 1929, most of the casualties were due to sudden and sporadic attacks by hooligans on unwary persons whom they met on roads and in by-lanes. It was found that the powers conferred under Chapter VIII of the Criminal Procedure Code and under the Bombay City Police Act of 1902 were inadequate to allow the authorities to deal promptly with a state of extreme emergency such as existed on those two occasions. The experience then gained showed that a summary remedy was required by which bad characters who engaged in the commission or abetment of offences so as to be a danger or a cause of alarm to peaceful citizens, could be removed from the Presidency Area. It was therefore proposed to pass a Bill to enable Government promptly and adequately to deal with any similar emergency which might arise in future.

The Bill, it was stated, was entirely based on Bengal Act III of 1926, which was passed by the Bengal Legislative Council in consequence of riots in Calcutta similar to those which occurred in Bombay. Under clause 4, if the local Government was satisfied that a serious situation nad arisen or was apprehended in the Presidency Area or any part thereof, it might declare that a state of emergency existed in such area. Thereupon the Commissioner of Police in the City of Bombay and the District Magistrate elsewhere, if satisfied that any person within his jurisdiction was concerned in the

commission or abetment of offences of the nature described in clause 5 (1) so as to be a danger to or to cause alarm to the inhabitants, might direct such person to remove himself from such area and not to return thereto for a period not exceeding one year without the written permission of that officer. Clause 6 provided that such person should be given an opportunity to show cause why the order should not be made and that within forty-eight hours from the making of such order the officer concerned should forward in writing to the Local Government his reasons for making the order. Clause 8 gave a right of appeal to the Local Government against an order under clause 5. The provisions of the Bill were limited to the Presidency Area and to a state of emergency, and under clause 2 (2), the provisions of clause 5 continued in force for three months only from the date of the notification under clause 4.

The Bill was referred to a Select Committee whose report was submitted to the Legislative Council on the 30th September 1929. The Bill was finally passed by the Council on the 4th October 1929. (*Volume* **II.**)

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## BOMBAY NATIVE SHARE AND STOCK BROKERS' ASSOCIATION.

(*See Reports*, 1923, *Vol. I. p.* 55 ; 1925, *Vol. I., p.* 297 ; 1926, *Vol. I., p.* 75 ; 1927, *Vol. I., p.* 108.)

Towards the end of January the Government of Bombay informed the Chamber that in consonance with the opinion of the majority of the interests consulted, Government had refused recognition under Act VIII of 1925 to the Bombay Stock Exchange, on the ground that no case had been made out

for the establishment of more than one stock exchange in the city, and that there was a risk of such a step proving detrimental to the interests of the general public.

The Governor in Council was aware that this decision was virtually equivalent to the granting of a monopoly to one exchange, and was therefore inclined to the opinion that the best solution of this problem would be the granting of a 'charter' to the Native Share and Stock Brokers' Association on the lines of that given to the East India Cotton Association by Act XIV of 1922. That Act was passed only after the constitution of the Association had been satisfactorily determined by agreement among all the bodies interested in the cotton trade of Bombay. The analogy in the present case was not quite good, but it was obviously desirable that if legislative authority to control the share market was to be given to any one body, the constitution of that body should be such as to inspire confidence in the general public. Before taking any further action, therefore, the Governor in Council desired to ascertain the opinion of those chiefly interested as to the desirability of requiring any change in the present constitution of the Native Share and Stock Brokers' Association before offering them a charter.

The Committee in consultation with a special Sub-Committee appointed to consider the subject, replied stating that it appeared that the Governor in Council was inclined to favour the granting of a charter on the ground that the decision to refuse recognition under Act VIII of 1925 to the Bombay Stock Exchange was virtually equivalent to the granting of a monopoly to the Native Share and Stock Brokers' Association. The Committee noted and agreed with Government decision to refuse recognition under Act VIII of 1925 to the Bombay Stock Exchange, but they were unable to

agree that the resultant position should be regarded as creating a monopoly for the Native Share and Stock Brokers' Association, especially as Government had the power under that Act to withdraw recognition to the Native Share and Stock Brokers' Association should the working of the share market, under the rules as recently sanctioned, appear to them unsatisfactory.

For this reason the Committee were of the opinion that it was not necessary to consider the granting of a charter and they furthermore considered that, in the circumstances of the case, it would be definitely undesirable to force the Association to take in hand the revision of its rules which would be involved by the granting of a charter. Government appreciated that, if legislative authority to control the share market was to be given to any one body, it was desirable that the constitution of that body should be such as to inspire confidence in the general public. It was the considered opinion of the Committee that in order to comply with this condition, the constitution of the Association would have to be altered so as to make its directorate and therefore its membership representative of a larger circle of interests than at present but it seemed clear from the history of this subject that any such move on the part of Government would be strongly resented by the Association who might possibly be prepared to accept a charter on their present constitution, but would never agree to alter their constitution as necessary for the sake of obtaining one. In the opinion of the Committee it hardly seemed fair on the Association to compel them to revise rules which had only comparatively recently been sanctioned by Government under Act VIII of 1925, especially as under the conditions of restricted trading which had been in force during the last two years, there had been no opportu-

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nity to test the efficiency of the existing rules. An opportunity for altering the existing position would arise in the event of the rules of the Association proving ineffective or undesirable under test, and, until that time came the Committee believed that more harm than good would result from endeavouring to force a charter upon a body whose present constitution made it unsuited to hold one and who would not be prepared willingly to alter its constitution to meet the requirements of the case.

The Committee made it clear that they were very far from agreeing that the present position was likely to prove ideal in the long run, but they held that Government could not justifiably interfere at the present stage when they had only recently approved of the constitution of the Native Share and Stock Brokers' Association by sanctioning its rules.

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## BOMBAY COTTON MARKETS ACT AND RULES.

(*See Report*, 1927, *Vol. I*, *page* 106.)

Under the provisions of section 6 of the Bombay Cotton Markets Act (XVII of 1927), the Local Government is empowered to make rules for the purpose of the management and regulation of cotton markets established under the Act. The Government of Bombay in exercise of these powers drafted certain rules which were published under Government Notification No. 375-28 dated 31st July 1929. The rules were republished in their final form under Notification No. 375-28 dated 30th October 1929 in the Bombay Government Gazette of the 7th November 1929, Part I, page 2371.

## HINDU JOINT FAMILY FIRMS.

The Registrar of the Bombay High Court, Appellate Side, towards the end of January requested the Committee to favour him with their views on a copy of a letter that he had received from the Bombay Incorporated Law Society regarding the proposal to extend the provisions of Order XXX and Order XXI, Rule 50, to Hindu joint family firms.

The Committee after consulting the Chamber's solicitors informed the Registrar that there was no doubt that on the wording of the order and on the authorities, Order XXX did not apply to joint Hindu families, for instance Ramprasad v. Shrinivas, 27 Bombay Law Reporter, page 1122. Whether Order XXI, Rule 50 applied appeared to be more doubtful.

Order XXX dealt with suits by or against firms and persons carrying on business as partners in British India. The various rules which comprised this order were intended to facilitate suits brought by or against and particularly against a firm inasmuch as under the provisions of this order it was possible to sue the partners in the name of the firm. It was possible also to serve the firm by serving one partner in the name of the firm or serving the writ at the partnership office. Such service would bind all partners in the firm who were partners at the time of the institution of the suit. But for the provisions of this order it would be necessary to serve every partner to render him liable and in a country where it was extremely difficult to ascertain who were partners in a firm, added difficulties occurred.

The Committee were advised that Hindu joint families carrying on business together did not fall within the provisions of this order and accordingly it was necessary to sue every member of the family firm by name and to serve every member.

This was often a matter of difficulty where the family was a big one and it might take many weeks and necessitate many renewals of the writ of summons where a family firm had members residing outside Bombay.

In the opinion of the Committee the suggestion that this order should apply to joint Hindu families could only assist in facilitating service of the writ of summons and so ensure a more rapid hearing and could not in any way prejudice any defence which the family might have to offer on the merits. Any person who claimed that he was not the partner in a firm could, if it was desired to levy execution of a decree upon him, apply to have an issue tried whether he was or was not a partner. Similarly any person might apply to have an issue tried whether he was or was not a member of the joint Hindu family.

Order XXI, Rule 50 dealt with the execution of a decree passed against a firm. The Committee saw no reason why in execution also joint Hindu families carrying on business should not be treated as firms. In their opinion the suggested amendment could only be of assistance to members of the Chamber and not a hindrance and as such it might be recommended.

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## RELIGIOUS PICTURES TRADE MARKS (PREVENTION) BILL.

The Associated Chambers of Commerce of India and Ceylon in February 1929 asked for the views of the Chamber on a Bill that Mr. B. Das proposed to introduce in the Indian Legislative Assembly, the object of which was to penalise the use of pictures of gods and goddesses, scenes from the

scriptures or mythology of any religion whatsoever as marks or trade marks on any article imported into or manufactured in India.

In the statement of objects and reasons attached to the Bill it was mentioned that many articles imported from foreign countries or manufactured in British India bore on them the stamp or picture of Hindu gods and goddesses, scenes from the scriptures or mythology, as marks or trade marks. It was repugnant to religious sentiment that they should be so used and profaned by coming into contact with everyday humdrum commercial life. Respect for Hindu sentiment demanded that the pictures of gods and goddesses, and scenes from the scriptures and mythology should not be used as marks or trade marks on any article sold in the market. In like manner, it was proposed to provide that pictures from the life of Buddha, the Koran, the Bible should not be used as marks or trade marks on any article sold in the market. The object of the Bill was to penalise all such imports and manufactures so as to prevent the abuse that had grown up within recent years. The commercialisation of religious sentiment was held to be contrary to Indian tradition and culture.

The Committee examined the Bill in consultation with the Import Sub-Committee and were of opinion that the result of the proposed legislation would be most damaging to the trade in piecegoods in particular and that every effort should be made to oppose it. They accordingly addressed the Indian Merchants' Chamber, the Bombay Native Piece-goods Merchants' Association and the Bombay Millowners' Association in the matter and pointed out that for many years past goods had been imported under tickets representing Indian

deities and it had never been suggested, so far as the Chamber was aware, that offence was caused thereby to Indian religious sentiment. This could scarcely be the case since it was the Indian dealer who selected his own mark or ticket and there were understood to be cases where Hindu merchants had caused certain tickets dealing with religious subjects to be specially prepared in England for use on Manchester goods.

The Committee stated that in years gone by tickets and stamps used on piecegoods and yarn were almost exclusively pictorial representations of religious persons or incidents. Doubtless it was held that such marks were the best means of attracting buyers whose literate knowledge was largely confined to that sphere. More recently new styles and qualities had been described by marks representing modern life and this would probably be the natural line of development as time went on. Meantime many old styles and qualities had considerable value under the old marks and the proposed legislation would in that respect be confiscatory. The Committee added that they would be glad to learn if they might rely on the support of the Associations concerned in resisting the proposals contained in the Bill.

The Bombay Native Piecegoods Merchants' Association in reply stated that they regretted they could not join with the Chamber in opposing the Bill. They mentioned that in the past they had tried to discourage the use of such tickets and trade marks in the Bombay market and though they realized the difficulties pointed out by the Chamber they were of opinion that such inconvenience had to be put up with in deference to religious sentiment. The Bombay Millowners stated they would consider the advisability of opposing the Bill when it was circulated to the public for an expression of opinion. In the meantime detailed statistics would be

collected by the Association to show to what extent the proposed legislation, if passed into law, would affect the trade marks already registered with the Association. The Indian Merchants' Chamber also stated that they would prefer to express their views on the Bill when it was introduced in the Legislative Assembly and forwarded to them for opinion. The Committee decided to await developments before taking any further action.

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## COMPOUNDABLE OFFENCES UNDER THE INDIAN MOTOR VEHICLES ACT AND RULES.

The Government of Bombay in February 1929 submitted to the Chamber copies of correspondence that had passed between the Government of Burma and the Government of India on the question of making some of the offences under the Indian Motor Vehicles Act compoundable. The Government of Bombay asked for the views of the Chamber on the following points :—

(1) Whether it was desirable to make some of the offences under the Indian Motor Vehicles Act and Rules compoundable ; if so

(2) (*a*) Whether power to determine the offences which should be made compoundable should be reserved to the local Governments, and

(*b*) What offences should be made compoundable.

The Committee in reply stated :—

(1) That they considered that Local Governments should be given power to make some of the offences

under the Indian Motor Vehicles Act and Rules compoundable subject to two provisos:—

(*a*) The police officer concerned should have power in the case of compoundable offences to let the accused off with a caution but not to inflict fines.

(*b*) The officers empowered to compound such offences should be, in the District, of a rank not inferior to that of District Superintendent of Police and in the City, of a rank not inferior to that of Deputy Commissioner of Police.

(2) The Committee considered that the power to determine the offences which should be made compoundable should be reserved to the Local Governments.

(3) The Committee did not desire to make detailed recommendations as to the offences which should be made compoundable but generally speaking, these should be confined to technical offences under the rules.

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## STREET TRAFFIC CONTROL COMMITTEE.

### Chamber's Representative.

The Government of Bombay in December 1928 informed the Chamber that it was proposed to appoint a Committee consisting of certain officials and representatives of non-official bodies to assist the Commissioner of Police in the policy of traffic control in the city of Bombay and to advise Government on the various problems connected with it. Government requested to be favoured with the views of the Chamber on the proposal and inquired whether the Chamber would nominate a representative to serve on the Committee.

In replying the Committee stated that they were strongly in favour of the appointment of a Traffic Committee to assist

the Commissioner of Police and nominated Sir Leslie Hudson M.L.C., to serve as the Chamber's representative on the Traffic Committee for Bombay City.

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## REGULATION OF MOTOR HORNS.

(*See Reports*, 1926, *Vol. I, page* 167 ; 1928, *Vol. I, page* 260.)

In the Report for 1928 a reference was made to the Chamber's representation on the question of the nuisance caused by the discordant tone and excessive sounding of motor horns. Certain draft rules were published in October 1928 and were approved by the Chamber. The rules were republished and came into force on the 2nd October 1929.

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## CUSTOMS DUTY ON GOODS IMPORTED FOR THE PERSONAL USE OF INDIAN PRINCES.

The Calcutta Trades Association in May 1929 asked for the views of the Committee of the Chamber on the recommendation of the Indian States Enquiry Committee that the concession at present allowed to Indian Princes having a salute of 21 or 19 guns, under which all goods, imported for their personal use and the use of their families, are exempt from Customs Duty should be extended to all Princes who are members of the Chamber of Princes in their own right.

The Calcutta Trades Association desired to know what, in the opinion of the Chamber, would be the effect of the proposed extension of the concession on the import trade of the country generally, and whether in view of any anticipated adverse effect it was contemplated to make any representation to the Government of India in the matter.

In reply the Committee informed the Calcutta Trades Association that they did not consider the matter to be one in which the Chamber could intervene with propriety and they did not therefore propose to make a representation to the Government of India on the subject.

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## TARIFF CLASSIFICATION OF CASHEW OR CAJOO KERNELS.

The Director-General of Commercial Intelligence and Statistics in March 1929 informed the Chamber that it was proposed to amend the tariff valued head of "Cashew or Cajoo Kernels" by the addition of the words "not skinned." The Director-General pointed out that this amendment would have the effect of excluding from the above head the kernels which had their inner covering removed and fetched higher prices in the market. The views of the Chamber were asked for on the proposal.

The Committee in reply informed the Director-General that they were not clear as to the reasons underlying the proposal and they were not in favour of it for the grounds stated in a note prepared by a member of the Chamber who was conversant with the subject, a copy of which was forwarded to the Director-General.

The Director-General in reply explained that assessment on tariff values was only a substitute for an *ad valorem* assessment and was designed solely for the convenience of the importers and the Customs authorities. The only consideration, therefore, that had to be taken into account in prescribing a tariff value for an article was, as far as practicable, that the duty it paid on the tariff value approximated fairly to that payable on the *ad valorem* basis, and that no

particular class or grade of it escaped lightly or was penalized unduly. It was only in pursuance of this consideration that the proposal had been made to exclude the higher priced skinned kernels—and the note enclosed by the Chamber admitted that the blanching enhanced the value of the kernels—from the operation of a tariff value which was fixed with reference to the price of the unskinned ones. Under the circumstances the Director-General contended that any other consideration, such as the restriction or prevention of the importation of a particular class or grade of the article, was irrelevant in this connection. Similarly any suggestion for the manipulation of tariff values for the protection of any industry could not be considered. The Director-General added that the points for consideration in connection with the present proposal were (1) whether there was a wide difference in the prices of the skinned and unskinned kernels and (2) whether their differentiation for tariff purposes would lead to any difficulties to the trade in the matter of assessment of customs duties. He asked the Committee to reconsider the proposal from these points of view and furnish him with their views.

The Committee again carefully considered the matter in consultation with the Import Sub-Committee and in replying to the Director-General put forward the following views in regard to the specific points raised by him :—

(1) Cashew nuts were a commodity in which there were heavy fluctuations in price from season to season. When prices were high the difference in price between skinned and unskinned kernels might be fairly wide. At existing prices the difference was about Rs. 6 per cwt. but when prices were low the difference would not be more than Rs. 4 per cwt.

(2) The differentiation for tariff purposes of skinned and unskinned kernels should not lead to any difficulties to the trade in the matter of customs duties, but the trade would probably be served better if a tariff valuation were fixed for skinned nuts also, because (*a*) Cashew nuts were not a commodity with a fixed market value and it might be very difficult for Customs Officers to decide whether the price quoted was the real market value, and (*b*) owing to the heavy fluctuations in price, referred to above, the difference in the amount of duty paid by the two varieties when prices were low would be extremely small, for example :—

(*i*) Taking current values for unskinned @ Rs. 28 per cwt. and
,, skinned @ Rs. 34 per cwt.
the duty on unskinned would be 15% of Rs. 25 = Rs. 3-12-0
,, ,, skinned ,, ,, 15% of Rs. 34 = Rs. 5-2-0

or a difference of Rs. 1-6-0 per cwt.

(*ii*) If prices were low the value of unskinned would be, say, Rs. 22 per cwt. and

skinned would be, say, Rs. 26 per cwt.

The duty would then be unskinned @ 15% of Rs. 25 = Rs. 3-12-0
and skinned @ 15% of Rs. 26 = Rs. 3-14-3

or a difference of only Rs. 0-2-3 per cwt.

In the revised tariff schedule the item appears as "Cashew or Cajoo kernels, not skinned". Duty is therefore now levied on the skinned variety at 15% *ad valorem*.

## TARIFF EQUALITY IN RESPECT OF THE MANUFACTURE OF PRINTING TYPE.

The Government of India, in a Resolution No. 38-T (2) of the 28th March 1925, referred to the Tariff Board, the question of the alleged existence of tariff inequality in respect of the manufacture of printing type in India. The Board submitted its report to Government on the 4th January 1929 and recommended that the duty on printing type should be fixed at a rate corresponding to the duty paid on imported type metal, the tariff inequality being higher in this case. Further, in view of the rapid decline of the prices of German type the Board considered that the duty on printing type should be converted from an *ad valorem* into a specific duty. They estimated that the duty paid on imported type metal amounted to Rs. 5·51 per 100 lbs. of printing type or 10½ pies per lb. and considered that a specific duty at this rate would be sufficient on existing prices to remove the tariff inequality. But they thought that some allowance should be made for the possibility of a further immediate decline in prices of German type and recommended that a specific duty of one anna per lb. should be levied on printing type.

The Government of India accepted the above recommendation and introduced a Bill further to amend the Indian Tariff Act, 1894, in the Legislative Assembly on the 6th March 1929, the object of which was *inter alia* to give effect to the above recommendations.

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## TARIFF EQUALITY IN RESPECT OF ELECTRIC WIRES AND CABLES.

The Government of India, on the 28th March 1925, issued the following Resolution No. 38-T (2) :—

"The Government of India have received a number of representations to the effect that the development of certain industries in India

is hampered by the fact that the duty on the finished article is lower than the duty on the materials which have to be imported for the manufacture of that article. A list of such representations is appended to this Resolution. The representations will now be referred to the Tariff Board. It is requested to examine these representations and any others of a similar nature which may be brought to its notice and to make such recommendations, whether general or special, as it thinks fit.

"Firms or persons interested in the above enquiry should address their representations direct to the Secretary of the Tariff Board."

The Tariff Board issued their Report in August 1928. They recommended that a duty of 5 per cent. *ad valorem* should be imposed on all classes of rubber insulated wires and cables other than those specified in item No. 90 (A) of the Import Tariff Schedule. The Government of India accepted this recommendation and gave effect to it in a Bill further to amend the Indian Tariff Act, 1894, which was introduced in the Legislative Assembly on the 6th March 1929.

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## DUTY ON ELECTRIC POWER CABLES.

(*See Report* 1928, *Vol. I, page* 138.)

It was noted in the Chamber's report for 1928 that the Committee supported a representation by a member to the Government of India urging that electric cables containing pilot cores should be exempted from duty in the same way as cables without pilot cores.

Subsequently the following Notification No. 15, dated 30th March 1929, was issued by the Finance Department (Central Revenues) of the Government of India.

No. 15.—In exercise of the powers conferred by section 23 of the Sea Customs Act, 1878 (VIII of 1878), and in supersession of the notification of the Government of India in the Finance Department (Central

Revenues), No. 5-Customs, dated the 9th February 1929, the Governor-General in Council is pleased, with effect from the 1st April 1929, to exempt insulated copper cables containing pilot cores (but no power cores) of a sectional area of less than one-eightieth part of a square inch from so much of the duty leviable thereon under the Indian Tariff Act, 1894 (VIII of 1894), as is in excess of the duty (if any) to which it would have been liable if it had had no core of less than the said sectional area.

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## IMPORT TARIFF ON COTTON PIECEGOODS AND EXTERNAL COMPETITION IN THE COTTON PIECEGOODS TRADE.

In July 1929, the Government of India issued a press communiqué intimating that they had decided to appoint Mr. Hardy, Collector of Customs, Calcutta, to examine the possibility of substituting a system of specific duties for the existing system of *ad valorem* assessment of cotton piecegoods. They also decided, in order to give effect to the promise made by His Excellency Lord Irwin, when he received a deputation from the Bombay Millowners' Association at Poona, that their representation would be considered, that Mr. Hardy should simultaneously ascertain and report what changes had taken place since the Tariff Board reported, in the volume of imports, classes of goods imported and the extent and severity of external competition with the products of the Indian mills.

Mr. Hardy's report which was submitted to Government in November 1929 was carefully examined by the Committee and in addressing the Government of India on the subject they stated that in the interests of the general welfare of the Bombay Presidency, which was largely dependent on the mill industry, they considered that the mills should receive a

measure of protection against external competition, but such protection should only be applied in respect of those goods which they could manufacture now or were likely to be able to manufacture within a reasonable period. In this connection the Committee referred to the last paragraph on page 57 of Mr. Hardy's report :—

"Unless and until there is in India a substantial production of fine goods, *i.e.*, from counts 50s and upwards the import trade must continue to supply a demand which is definitely circumscribed and which does not trench on the field of operations of Indian production."

The Committee were very strongly of the opinion that, except for purposes of revenue, it was wrong in principle to tax goods which could not be made locally and they recalled that the Government of India had already tacitly accepted this principle of tariff policy in the case of galvanised steel sheets, and steel bars and rods of under $\frac{1}{2}$ inch in diameter. Similarly in 1928 a proposal to protect the Indian Tea Chest Industry was dropped when it was shown that the local industry was only capable of supplying a tithe of the demand and that the burden imposed on the tea industry would be out of all proportion to the assistance afforded to the tea chest industry.

In the Committee's opinion the interests of the consumer required that every effort should be made to avoid imposing an unnecessary tax on a large proportion of imported piecegoods and they strongly urged Government not to entertain proposals for an all-round increase in rates before alternative methods of protection had been exhaustively explored and shown to be impracticable. The Committee suggested that if approached, the Chamber and, no doubt, other bodies, representative of those interested in the piecegoods trade would be prepared to co-operate with Government in devising

methods of differentiation on a broad basis which would not involve the administrative difficulties apprehended by Mr. Hardy.

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## ASSESSMENT TO DUTY OF IMPORTED COLOURED YARNS.

*(See Report* 1928, *Vol. I, page* 135.)

It was recorded in the Chamber's report for 1928 that the Committee suggested to the Central Board of Revenue that as the latter had accepted the principle that duty should be levied on the selling weight of coloured yarns, they should not limit the margin of excess over the ascertained weight to 7½ per cent. but should extend this franchise so as to include yarns in the heavier colours. The Committee expressed the opinion that if the specific duty were levied on the nominal weight per bundle as sold in the bazaar, it would operate both fairly to Government and smoothly to the trade.

The Central Board of Revenue in replying to the Chamber stated that the decision embodied in the Board's Instruction (Customs) No. 6 of 1928 (which represented a generous concession to importers of heavily weighted yarn, who on a literal reading of the tariff would be liable to pay duty on the actual weight of the yarn including stuffing and moisture) was reached after a careful study had been made of a number of representative invoices and samples covering consignments received at all ports, and that the Board was satisfied that the conditions then laid down would be workable without either inconvenience or unfairness to importers. In the case of ordinary yarns, it would usually be clear enough from a mere gross weighment of the yarn (and that not necessarily

applied otherwise than as an occasional check), that the conditions of the Instruction were satisfied. The more elaborate check of the net weight of yarn would, it was anticipated, be required only in respect of heavily-weighted yarns, and even so, it was not intended that (apart from an occasional test check) the test should be applied to known and recorded qualities unless there was *prima facie* reason for doubting whether the conditions were satisfied. The Board added that it was, therefore, not prepared to approach the Government of India with proposals for the modification of the Instruction until practical experience of its operation showed that such modification was really called for, a situation which the Board did not at the moment anticipate would arise.

## CUSTOMS DUTY ON COMPONENT PARTS OF MACHINERY.

A member in addressing the Committee in November 1928 stated that he had imported a cage hoist and as such it should have been admitted free of duty as mill machinery. The Appraising Department, however, stated that duty would have to be paid on the wire rope which was supplied with the hoist, although the wire rope formed an integral part of the hoist and the latter could not be used without it. The Appraising Department's contention was that as wire rope was specifically mentioned in the Tariff, the value of the wire rope had to be separately declared and duty charged thereon.

The member also understood that in the case of Mill Gearing the whole Gearing was not passed free but such component parts as shafting, nuts and bolts for hangers, etc., which were specifically mentioned in the tariff had to pay duty separately.

As this was apparently a new interpretation of the Tariff the Committee asked the Collector of Customs to furnish them with a copy of any authoritative ruling he might have on the subject.

The Collector in reply stated that the wire rope in question had been correctly assessed to duty in accordance with the Government of India's ruling in the matter, the cage hoist, with which it was supplied being passed free of duty.

The ruling referred to above read as follows:—

Wire rope which is covered by the definition of "component parts of machinery" contained in either the main clause or the proviso of No. 18D of the Statutory Import Tariff must nevertheless be assessed to duty under No. 61, since the expression "wire rope" which is there used must be regarded as more specific in its application to the material in question than the expression "component parts of machinery."

The Committee addressed the Government of India in the matter and pointed out that *prima facie* it appeared to them that the ruling was at variance with the proviso of item No. 18D as the latter clearly laid down that articles which were essential to the operation of a machine and were imported with it in such quantities as might appear to the Collector of Customs to be reasonable *shall* be deemed to be component parts of the machine, even if they did not satisfy the condition laid down in the main clause of No. 18D.

The Committee in referring to the particular case that had been brought to their notice pointed out that the quantity of wire rope imported with the hoist was sufficient only for use with that hoist and the hoist could not be used without it. Under the Government of India ruling, however, the Customs authorities in Bombay compelled the importer to pay duty on the wire rope. It seemed to the Committee

only logical and strictly in accordance with the letter of the law in view of item No. 18D and its proviso, that as the hoist was admitted duty free the wire rope which was essential for operating it should also have been admitted duty free.

The Committee added that they had also been informed that the principle of the Government of India ruling was applied to other articles, as for instance when a complete mill gearing was imported the whole gearing was not passed free of duty but such essential component parts as shafting, nuts and bolts for hangers, etc., which were specifically mentioned in the tariff, had to pay duty separately.

The Committee asked to be favoured with information as to the circumstances that led up to and the reasons underlying the issue by the Government of India of the ruling in question.

The Government of India in reply stated that the Customs Officer acted under a misapprehension of the meaning of the Government of India ruling in question and that when a complete machine was imported, whether assembled or not it was assessable as a whole, and it would be incorrect to argue that its ingredients could only claim free entry separately as "component parts of machinery." This misapprehension was being corrected.

The Government of India were unable to agree, however, that the ruling in question was not correct in its application to importations which could claim free entry only on the ground that they were "component parts," *i.e.*, to spares or renewals. The same consideration applied to bolts and nuts, since these were specifically mentioned in the tariff; but the Chamber's reference to shafting was not understood by Government. In conclusion Government stated that the

ruling in question was issued as a result of a reference from the Central Board of Revenue which sought for guidance as to the correct interpretation of the law.

It was subsequently suggested to the Committee that it might be possible for the Government of India to fix a percentage limit of value for such component parts and accessories of machinery as were capable of separate assessment under the Customs Tariff Schedule. The Committee went into the matter with the Collector of Customs who kept records of the ratio of value of goods admitted free under the provision of item 96 of the Indian Customs Tariff to the value of the machinery they accompanied. These records showed that the percentage varied from .01 to nearly 8 per cent. The Collector concluded, and the Committee agreed, that it was not practicable therefore to lay down a flat rate. It was understood that the matter had been considered elsewhere and a similar conclusion arrived at. Under the circumstances the Committee did not think that any good purpose would be served by addressing the Government of India in the matter.

In the course of the enquiry the Committee learnt that those firms who received detailed invoices and packing lists from their suppliers had no complaints to make against the Customs' Authorities whose attitude was described as perfectly reasonable. The Committee accordingly suggested to importers that they should impress on their suppliers both in the United Kingdom and on the Continent the necessity for sending detailed documents with each consignment. The Committee believed if this were done importers' dealings with the Customs would be greatly facilitated and much trouble and inconvenience avoided.

## DUTY ON COPRA.

The Ceylon Merchants' Chamber in November 1929 asked this Chamber to assist importers of Copra in India and indirectly the producers in Ceylon by having the import duty of approximately Rs. 60 per ton on copra imported into India removed or at least reduced considerably.

The Committee informally discussed the question with the Director General of Commercial Intelligence and Statistics when he visited the Chamber on the 2nd December 1929 and he agreed to recommend a tariff valuation of Rs. 17 per cwt. for the year 1930 against the current year's valuation of Rs. 23 per cwt.

In communicating this information to the Ceylon Merchants' Chamber the Committee added that they understood that the Government of India had come to a definite decision not to remove the duty on copra.

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## SPUN-CREPE.

### Proposed separate Tariff Valuation.

The Director General of Commercial Intelligence and Statistics in February 1929 informed the Chamber that it was proposed to classify Spun-Crêpe, all kinds, under a separate head in the Import Tariff Schedule. This item was assessed under Fancies, printed and woven, etc., but it had been represented that Spun-Crêpe silk, which was manufactured from waste-silk, had much lower value and that it was inequitable to group it with Fancies having a higher value. It was added that the proposed alteration would be considered at the next annual revision of tariff values at the end of the

current year and the views of the Chamber were asked on the question.

After consulting the Import Sub-Committee the Committee informed the Director-General that they had no objection to offer to the proposal.

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## CUSTOMS DUTY ON FUEL OIL.

The Committee in January 1929 in addressing the Government of India, Commerce Department, stated that in view of the fact that furnace oil was used largely in industrial concerns equivalently with coal they felt that the rate of duty levied on the two commodities should bear some relation to their respective values.

The Committee pointed out that the present approximate price of furnace oil realized ex-ship Bombay was Rs. 26 per ton on which a duty of 7½ per cent. was levied. Natal coal realized about Rs. 21 per ton ex-ship and the duty was 8 annas per ton, approximately 2½ per cent.

The Committee stated that in comparing the relative value of any fuel their calorific values should be taken into consideration and although the ratio of the calorific value of Oil to Coal was only approximately 1.6 to 1, it was generally accepted that one ton of furnace oil when used under boilers was approximately equivalent to two tons of coal, and on this basis the duty on fuel oil should not be more than Re. 1 per ton or on present-day market values approximately 3¾ per cent. or half the rate of duty in force. The Committee were informed that the existing high rate bore very heavily on the industries using fuel oil and that a reduction in the

duty would mean increased consumption which in turn would make up to Government any loss in revenue due to such reductions. The Committee expressed a hope that the Government of India would see their way to meet their wishes and reduce the rate of duty on fuel oil.

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## TARIFF VALUATION OF FURNACE OIL.

(*See Report* 1928, *Vol. I, page* 139.)

The Committee in addressing the Director-General of Commercial Intelligence and Statistics towards the end of January 1929, drew his attention to their previous representation in July 1928 and to the subsequent interview that the representatives of the Chamber had with him early in November 1928, when the revision of the Tariff Valuations was discussed.

The Committee stated that at the above-mentioned meeting a point was raised by a member in regard to the tariff valuation of fuel oil, which covers products known as Furnace Oil and Diesel Oil. It was contended that the then existing rate of Rs. 53-5-4 was excessive in view of the fact that Furnace Oil was at that time being sold at Rs. 37 per ton, mill delivery, or Rs. 35-8 per ton, ex-installation, and as the greater part of the fuel oil sold in India, *i.e.*, approximately 80 per cent. was used as Furnace Oil the tariff valuation should be reduced to about Rs. 30 which would approximate to the average price realised ex-ship on all Fuel Oil sold in India. The selling price of Rs. 35-3 for Furnace Oil included duty of Rs. 4 per ton, wharfage of Rs. 2 per ton and the ex-ship price realised was approximately Rs. 26. In the course of the discussion it was pointed out on behalf of Government that the main difficulty in lowering the tariff valuation of Fuel Oil was the fact that the same oil

was in several cases sold by the Companies for Diesel engines at a very much higher rate than for furnaces. Further that for Custom purposes Fuel Oil was classified as mineral oil having a flashing point at or above 150° F. and that both Diesel Oil and Furnace Oils conformed to this classification.

The Committee noted that in the revised Tariff Schedule, as in operation from 1st January 1929, the tariff valuation of Fuel Oils had been reduced to Rs. 45 per ton, but this it was contended was still in excess of the existing market price of Furnace Oil.

The Committee added that they were given to understand that subsequent to the meeting with the Director-General in November 1928, the Oil Companies decided to import an entirely new quality of fuel oil to be sold as furnace oil and to discontinue selling Diesel oil for furnace purposes and two cargoes of such oil had actually been imported into Bombay. The Committee also understood that the storage arrangements at the Bulk Installation in Bombay were quite distinct, the two qualities being not only in separate tanks but in separate depots. The Committee were of opinion that, in future, there would be no difficulty in identifying each quality, while in addition the specification of each was quite different, so that the Customs would be able to satisfy themselves by chemical tests. The Committee were further given to understand that similar arrangements had been, or would be made in the very near future, at other ports.

In these circumstances the Committee hoped that the Director would again take the matter into consideration with a view to a separate classification being made in the Tariff Schedule for Furnace and Diesel oil and to a reduction

in the valuation so as to bring the latter more on a parity with present-day market prices.

The Director-General in acknowledging receipt of the Chamber's communication, stated that an essential requisite for distinguishing between Furnace oil and Diesel oil in the Customs tariff was that they should have distinct specifications which could be adopted as the tariff-valued descriptions of the oils and which would enable the Customs authorities to distinguish between them clearly and easily. The Director-General desired to be furnished with the exact specifications which the Chamber would like to be adopted as the tariff-valued descriptions of the two oils.

After consulting the members concerned the Committee made the following suggestions :—

In Serial No. 39 of Schedule II of the Indian Customs Tariff—Mineral oil, (No. 41 of the Statutory Schedule) Clause 3 might be amended to read as follows :—

(3) Which has its flashing point at or above 150 degrees of Fahrenheit's Thermometer and is such as is not ordinarily used except as a fuel for oil engines and for some sanitary and hygienic purposes.

The above to cover the present Diesel oils now classed as Fuel Oils.

A new clause 4 might be added :—

(4) Which has its flashing point at or above 150 degrees of Fahrenheit's Thermometer and is such as is not ordinarily used except as fuel for furnaces, such oil to be distinguishable from the preceding oil by reason of its viscosity at 100° F. being above 130 seconds (Red wood), all oils with a viscosity below this at 100° F. falling under clause 3.

The Committee also submitted the following approximate specifications of the three types of Mineral Oils imported into India, which fall under the above two classifications :—

| | Diesel Oil "A" (Dutch East Indies). | Diesel Oil "B" (Persian). | Furnace Oil. |
|---|---|---|---|
| Specific Gravity .. .. | 946 | 892 | 910 |
| Closed Flash Point .. | 190° F. | 183° F. | 175° F. |
| Viscosity at 100° F. | 77 seconds. | 84 seconds. | 200 seconds. |

It subsequently transpired, however, that it would be difficult for the oil-producing companies to confine themselves to the approximate specifications of the present fuel oils imported into India, and for this reason they could not give an undertaking in regard to the future specification of these oils. The Government of India also came to the conclusion that the distinction between the two specifications was not sufficient to enable them to fix separate tariff values. The proposed viscosity test has therefore been dropped though it is understood that the Government of India are prepared to re-open the general question of differentiation either with the Chamber, the Bombay Millowners' Association, or the oil-producing companies if any further arguments can be put forward in addition to those already submitted. In the meantime an endeavour is being made to explore the possibility of finding some other method of fixing separate tariff values for the two grades of oil.

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## TARIFF VALUATIONS.

In accordance with the usual practice the Director General of Commercial Intelligence and Statistics met

representatives of the Chamber on Monday, 2nd December 1929, and discussed with them his proposals in connection with the annual revision of the tariff schedule in respect of articles assessed to duty at tariff valuations.

A copy of the revised schedule will be found in *Volume* **II**.

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## GOLD THREAD.

### STAMPING PRIOR TO CLEARANCE FROM THE DOCKS.

(*See Reports*, 1924, *Vol. I*, *pages* 207 *&* 208 ; 1927, *Vol. I*, *page* 114.)

The Collector of Customs towards the end of September 1929 informed the Chamber that in view of reports as to the continued prevalence of the smuggling of gold thread—the duty on which was still as high as 30 per cent. *ad valorem*—he had decided in the interests of both the honest trader and the revenue, to issue instructions that on and from 1st October 1929, clearance of gold thread would not be allowed except after being stamped with a Customs stamp.

The following notice, which took effect from the 1st October 1929, was accordingly issued on the 25th September 1929 and posted at the Custom House :—

" It is hereby notified for general information that in order to put a stop to the smuggling of gold thread and to afford a legitimate protection to the honest trader, on and from 1st October 1929 no consignment of gold thread dutiable @ 30 per cent. imported as cargo or by post, will be allowed to be cleared unless each imported marc or bundle is stamped with a Customs stamp provided for the purpose and attested by a Customs Officer.

2. As far as possible, stamping will be done simultaneously with examination whether such examination is made before or after payment of duty,—and the stamps will be in the custody of the Principal Dock Appraiser, to whom oral application should be made as soon as the goods are ready for stamping."

## MARKING OF BUNDLES OF BLEACHED YARN.

The Collector of Customs, Bombay, in March 1929, informed the Chamber that a question had arisen as to the admissibility or otherwise under the Merchandise Marks Act of the trade description "Bleached yarn marked '34/30s' or '34s' grey made up 30s white," on bundles of bleached yarn. The Collector stated that the yarn was actually of 34 counts but was made up after bleaching into bundles of 30 knots of 10 hanks each instead of 34 knots as usual, and added that the marking was objected to on the ground that it was likely to mislead the buyer as to the count and weight of the yarn.

The Collector added that he was informed that bleached yarn marked as above meant 34s grey yarn bleached and supplied as 30s. The bundles therefore contained 30 knots of 10 hanks each and weighed less than 10 lbs. as four knots had been removed. What really happened was that the buyer got correct length under 30s of yarn of a higher count. The marking in effect therefore indicated not the count but the manner in which knots had been bundled and should not in his opinion be held objectionable.

It was stated that no importations of such class of yarn had been noticed at the port of Bombay but as the question was of general application and bore interest to the importers of yarn the Collector asked for the views of the Chamber in the matter.

After consulting the Import Sub-Committee of the Chamber the Committee informed the Collector of Customs that they were of opinion that from a commercial point of view the suggested marking was objectionable.

## INCORRECT MARKING OF INDIAN MANUFACTURED PIECE-GOODS.

The Committee were informed in December 1928 by the Political Agent, Bahrein, that at a meeting of the Bahrein Municipality in the Bahrein Islands on the 5th December 1928, the question of incorrect marking of piece-goods manufactured in India was raised. It was stated that lengths marked 39 yards were found on actual measurement to be 36 yards.

The Bahrein Municipality subsequently issued an order forbidding the importation of piece-goods, whether dyed or otherwise of shorter lengths than those marked thereon. The Customs Director was empowered to take the necessary measures for enforcing the order which applied to both European and Indian cloths.

## SECOND APPRAISEMENT SYSTEM AT THE BOMBAY CUSTOM HOUSE.

(*See Reports*, 1925, *Vol. I*, *page* 140 ; 1926, *Vol. I*, *page* 191 ; 1928, *Vol. I*, *page* 160.)

In the Chamber's report for 1928, a reference was made to the steps taken by the Collector of Customs to reduce the delays that were occasionally experienced by the mercantile community in putting through their documents during the busy season. One such system which it was hoped would go far

in facilitating the work of the public in the Custom House, was the extension, as far as possible, of the " second appraisement " system, or, in other words, the acceptance of duty before examination of goods. The new procedure was not then intended to apply to goods assessed to duty at specific rates and on tariff valuations nor to goods which for want of proper covering documents or any other reason required to be examined prior to the assessment of duty.

In June 1929 the Collector of Customs informed the Chamber that with the reorganization of the Appraising Department sanctioned by the Government of India, it was possible to extend the scope of the Second Appraisement system to commodities assessed to duty at specific rates and on tariff valuations also. This, however, necessitated some amendment in the existing procedure so far as bills of entry covering such articles were concerned. A copy of the notice that was issued by the Collector of Customs for the purpose of explaining in brief the proposed changes may be inspected in the rooms of the Chamber.

The Collector stated that the Second Appraisement procedure had been taken advantage of by the trade even in its limited scope to an extent beyond expectation. There was every hope that most bills of entry would eventually be submitted and dealt with under the Second Appraisement system when the extension of the system was effected.

The Collector added that an Inquiry Officer had been appointed in the Appraisement Department and was available to give advice and information to importers and their clearing clerks on Customs procedure and assessments. The Collector expressed a hope that members would get their clearing staff to utilize the services of the above-named officer to the fullest possible extent.

## STATISTICS OF IMPORTS OF ANILINE AND ALIZARINE DYES.

The Director-General of Commercial Intelligence and Statistics informed the Chamber in September 1929 that the question of the annual revision of the lists of articles specified in the foreign sea-borne trade returns of British India was under consideration and enquired whether the Chamber had any additional items to suggest in connection therewith.

After consulting the Import and the Shipping and Export Sub-Committees the Committee replied that it had been pointed out to them that the denominations, 16 per cent., 20 per cent., 40 per cent., etc., were used in the Alizarine dye trade to distinguish the comparative strengths or concentrations of the dyes. Of these 20 per cent. dye formed more than half of the total imports of Alizarine into India and it was suggested that the imports of the various strengths might be converted to a 20 per cent. basis and the statistics recorded accordingly. It was further stated that if the above suggestion was agreed to, it would also be advisable to calculate the imports of Synthetic indigo in the same manner, *i.e.*, on a 20 per cent. basis.

The Committee expressed a hope that Government might see their way to adopt these recommendations because the existing statistics were of little use to the trade. They suggested, however, that should it not be practicable to introduce a classification on the lines indicated above, a classification for statistical purposes might be introduced similar to the one in force prior to 1927 for tariff purposes as in this case no calculations would have to be made and the statistical

returns would be compiled direct from the information contained in the Bills of Entry. In either case it would be necessary to make it compulsory for importers to declare the concentrations on the Bills of Entry.

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## STATISTICS OF IMPORTS OF HARD DRAWN BARE COPPER WIRE.

The attention of the Committee of the Chamber was drawn in March 1929 to the fact that under the system then in force the value only of imported hard drawn bare copper wire which was classified under the head of Electric Wires and Cables was given in the Government statistical returns and the weight was not shown. It was pointed out that the absence of the latter information rendered the statistics of little use to the trade and the Committee accordingly enquired of the Director-General of Commercial Intelligence and Statistics whether it could be arranged for the nett weight to be published in future. It appeared to the Committee that the information might also possibly be of assistance to the Customs Authorities as the approximate prices ruling for copper could be easily ascertained from Market Reports and would form a valuable check on the Invoice values declared.

The Director-General in reply stated that the suggestion was received too late for consideration that year.

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## REVISION OF THE LIST OF ARTICLES SPECIFIED IN THE SEA-BORNE TRADE AND NAVIGATION RETURNS OF BRITISH INDIA.

The Director-General of Commercial Intelligence and Statistics notified the Chamber in April 1929 that the

following changes had been introduced in the trade returns of British India with effect from the 1st April :—

(1) Electric glow lamps are sub-divided into :—

| | | |
|---|---|---|
| (*a*) | Flash lights (including torch lights, pocket lamps, etc.) .. .. .. | ..No. and Value. |
| (*b*) | Automobile lighting lamps .. .. | Do. |
| (*c*) | Standard lighting lamps .. .. .. | Do. |

(Electric lamps, other sorts, will continue to cover arc lights, etc. Electric light bulbs and torch light bulbs when imported separately should be included under parts and accessories of Electric lamps.)

(2) Tin, wrought, including plates or sheets, not being tinned iron, are sub-divided into :—

| | | |
|---|---|---|
| (*a*) | Tin foils .. .. .. .. | ..Cwt. and Value. |
| (*b*) | Other sorts .. .. .. .. | Do. |

(3) Mineral oils—Imports of white oil are separately shown (in gallons and value) under this head.

(4) Sago flour—A new sub-head "Sago flour" is separately specified under "Starch and Farina." The practice of classifying the article under Provisions and Oilman's stores in some of the Customs Houses has been discontinued.

(5) The head Yarn and Knitting Wool under Textiles—Wool is sub-divided into :—

| | | |
|---|---|---|
| (*a*) | Worsted yarn for weaving .. .. | ..lb. and Value. |
| (*b*) | Knitting Wool .. .. .. .. .. | Do. |

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## CLASSIFICATION OF SUGAR IN THE TRADE RETURNS.

The Director-General of Commercial Intelligence and Statistics in February 1929 informed the Chamber that a

suggestion had been received to revise the existing classification of sugar in the trade returns on the following lines :—

| *Existing classification.* | *Proposed classification.* |
|---|---|
| *Imports.* | *Imports.* |
| 1. Sugar 16 D. S. and above. | 1. Beet Sugar. |
| 2. Beet Sugar. | 2. Sugar 23 D. S. and above. |
| 3. Sugar 15 D. S. and below. | 3. Sugar below 23 D. S. |
| 4. Molasses. | 4. Molasses. |
| *Re-exports.* | *Re-exports.* |
| 1. Sugar 16 D. S. and above. | 1. Sugar 23 D. S. and above. |
| 2. Sugar 15 D. S. and below. | 2. Sugar below 23 D. S. |
| *Exports.* | *Exports.* |
| 1. Sugar 16 D. S. and above. | 1. Sugar 23 D. S. and above. |
| 2. Sugar 15 D. S. and below. | 2. Sugar below 23 D. S. |
| 3. Molasses including palmyra and cane jaggery. | 3. Molasses. |

The Director explained that the proposed changes had the advantage of bringing the trade classification into line with the tariff classification although there would be a break in the continuity of recorded statistics. Before arriving at a final decision he requested to be favoured with the views of the Committee.

The Committee after referring the question to the importers of sugar informed the Director-General that they approved of the proposed changes.

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## IMPORTATION OF WOOL AND GOAT HAIR INTO THE UNITED KINGDOM.

The Director-General of Commercial Intelligence and Statistics informed the Chamber in August 1929 that it had

been brought to his notice through the Indian Trade Commissioner in London that some unscrupulous exporters in India, with a view to evading the disinfection charges payable on goat hair imported into the United Kingdom, mixed a large percentage of goat hair with what was commercially known as "Native grey wool" which was a coarse hairy-looking wool exported from India. The Director-General pointed out that the Order in Council made under the Anthrax Prevention Act, 1919, on the 9th March 1921, required, *inter alia*, all goat hair produced in or exported from or through India and all goods mixed therewith to be imported into the United Kingdom at the port of Liverpool only, and subjected to disinfection at the Government Disinfecting Station there.

In drawing members' attention to the Director-General's letter the Committee pointed out that it could not be too strongly impressed on the trade that the subterfuge employed by some exporters to evade the Disinfection Order would not only bring discredit on Indian exporters in general, but might result in the disinfection order being extended to consignments of wool from India.

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## RESTRICTION ON THE IMPORTS OF COTTON SEED INTO INDIA.

The Government of Bombay early in February informed the Chamber that the importation of cotton seed into British India was at the moment prohibited except at prescribed ports, *viz.*, Bombay, Calcutta, Dhanushkodi, Karachi, Madras, Negapatam, Rangoon and Tuticorin, and then only after fumigation. It had been represented that the position was unsatisfactory as the existing notification might at any time

be rendered inoperative by reason of the fact that no provision had been made for disinfecting cotton seed in commercial quantities. The risk of introducing a new cotton pest through imported cotton seed was by no means remote, if cotton seed was allowed to enter India uncontrolled. The major pests to be guarded against were the African red boll worm and the Mexican cotton boll weevil which caused serious ravage. It was therefore proposed to issue a notification purporting to restrict, under the Destructive Insects and Pests Act, 1914, the imports of cotton seed into British India to one port, *viz.*, Bombay, where adequate arrangements would be made to fumigate the seed. Government for the information of the Committee forwarded the following copy of the draft notification on the subject and requested the Committee to state whether they had any objection to its issue.

*Draft Notification.*

In exercise of the powers conferred by sub-section (1) of Section 3 of the Destructive Insects and Pests Act, 1914 (II of 1914), the Governor-General in Council is pleased to direct that the following further amendments shall be made in the order published with the notification of the Government of India in the Department of Revenue and Agriculture, No. 580-240, dated the 22nd June 1922, namely :—

1. In sub-paragraph (*i*) of paragraph 1 of the said order, for the word "Schedule" the words "first Schedule" shall be substituted.

2. For sub-paragraph (2) of paragraph 11 of the said order the following shall be substituted, namely :—

"(2) Cotton seed shall not be imported by sea save for experimental purposes by one of the officers named in the second schedule appended hereto, and shall not be so imported by such officer save at the port of Bombay and in quantities not exceeding one hundredweight in any one consignment and on condition that it will be fumigated on importation with carbon bi-sulphide :

Provided that, if the cotton seed is accompanied by a certificate from a Government Entomologist of the country of origin to the effect that the seed and its container have been treated in such a way as to destroy all insect life, the seed shall be examined on importation by such officer as the Governor-General in Council may appoint and shall not be required to be re-fumigated unless such examination shows that re-fumigation is necessary."

3. For the heading to the schedule to the said order, the heading "First Schedule" shall be substituted and after that Schedule the following Schedule shall be inserted, namely :—

*Second Schedule.*

(Paragraph 11 (2).)

"The Director, Agricultural Research Institute, Pusa.
The Secretary, Indian Central Cotton Committee, 25, Wodehouse Road, Fort, Bombay.
The Director of Agriculture, Madras.
" " Bombay Presidency, Poona.
" " Punjab, Lahore.
" " United Provinces, Lucknow.
" " Central Provinces, Nagpur.
" " Bengal, Dacca.
" " Bihar and Orissa, Sabour.
" " Assam, Shillong.
" " Burma, Rangoon.
The Agricultural Officer, North-West Frontier Province, Peshawar.
The Director of the Institute of Plant Industry, Indore.
The Director of Agriculture, H. E. H. The Nizam's Dominions, Hyderabad, Dn.
" " Mysore State, Bangalore.
" " Baroda State, Baroda.
" " Gwalior State, Gwalior."

The Committee in replying stated that they understood that the proposal gave effect to resolutions passed by the Indian Central Cotton Committee, and it had their support.

## EXPORT DUTY ON HIDES.

### Proposed substitution of a Cess.

In a resolution dated 28th September 1929 the Government of India in the Department of Commerce stated that the Indian Finance Bill of 1927 provided for the removal of the export duty of 5 per cent. *ad valorem* on raw hides, but when the proposal was put to the vote in the Legislative Assembly, the division resulted in a tie and the President gave his vote in favour of the *status quo*. The removal of the duty was, therefore, negatived. It appeared, however, to the Government of India that the voting in the Assembly reflected a definite well-balanced conflict of interests and that a satisfactory solution of the difficulty might be found in the replacement of the export duty by an export cess which would be administered by a Committee on the lines of the Indian Central Cotton Committee representing all interests concerned and would be expended for the benefit of the industry as a whole. At the same time it was considered that this Committee should not be set up without some preliminary investigation, and the Governor-General in Council accordingly decided, after consultation with local Governments and the commercial and other interests concerned, to appoint an *ad hoc* Committee including representatives of the export trade, and of the tanning industry with the following terms of reference :—

"To enquire and report on :—

(1) the articles on which a cess might suitably be imposed and the rate of cess on each article ;

(2) the constitution and personnel of the Committee which would administer such a cess ; and

(3) the functions of the Committee and the objects on which the cess might be expended."

The Committee was composed as follows :—

*Chairman.*

Dr. D. B. Meek, O.B.E., D.SC., M.A., Director-General of Commercial Intelligence and Statistics.

*Members.*

Mr. John Bleeck, of Messrs. Max Staub, Ltd., representative of the European Shippers of Hides, Calcutta.

Mr. M. Jamal Mahomed, President, Southern India Chamber of Commerce, Madras, representative of the Madras Tanners.

Mr. M. Mahomed Ismail, Honorary Secretary, Southern India Skin and Hide Merchants' Association, Madras, representative of the Madras Tanned Hides Shippers.

Mr. E. L. Price, C.I.E., O.B.E., M.L.A., representative of the Karachi Shippers of Hides.

Mr. Mahomed Rafique, M.L.A., representative of the Indian Shippers of Hides, Calcutta.

Mr. E. Wykes, of Messrs. Cooper Allen & Co., representative of the Cawnpore Tanners.

*Member-Secretary.*

Mr. S. P. Shah, I.C.S., Director of Industries, United Provinces.

Subsequently the Hides Cess Committee issued a questionnaire but as the members of the Chamber were not interested in the export of hides the Committee did not submit any replies on behalf of the Chamber.

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## EXPORT OF HENNA TO TURKEY.

A member of the Chamber reported to the Committee in August 1929 that they had been informed by their Constantinople Agents that it was intended to increase the duty on henna from 3 Turkish piastres per kilogram to 35 Turkish piastres. It was also stated that the new tariff was to date from the 1st October but that the indications were that it

would be postponed for a further 3 months. It was understood that the value of henna C.I.F.C.I. at a Turkish port was £32 to £40 per ton and that the new duty would be about £30 per ton as against the old duty of £2 10*s*. As this was a very large increase and was likely to have the effect of restricting consumption and reducing the demand for henna in Turkey to the consequent disadvantage of Indian exporters the Committee addressed the Government of India and asked to be supplied with any information that the latter might have on the subject.

In reply the Government of India communicated the following information :—

(1) that a new tariff had been framed by Turkey increasing the rates of duties generally, including that on henna, which was raised to 35 Turkish piastres per kilo ;

(2) that it was contemplated that the tariff would be brought into force with effect from 1st October 1929 and that the Official Turkish Journal publishing it should bear the date 1st July 1929 irrespective of the date of publication.

The Government of India added that under a *modus vivendi* recently concluded with Turkey, Indian goods were entitled to most-favoured-nation treatment in that country.

## PROPOSED IMMATURE SPIRITS RESTRICTION ACT.

(*See Report*, 1926, *Vol. I*, *page* 157.)

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The Associated Chambers of Commerce of India and Ceylon in February 1929 forwarded to this Chamber for information a copy of a letter that had been addressed by the Government of India, Finance Department (Central

Revenues), to the Wine, Spirit and Beer Association of India, Calcutta, in regard to a proposal for the introduction of an Immature Spirits Restriction Act in India. The Government of India stated that they had decided not to present to the Legislature any proposal for the enactment of a law to prescribe a minimum period of maturity for spirits imported into India.

The Government of India pointed out that the principal ground urged for such a proposal had been that the consumption of immature spirits was deleterious to health. The classes of spirits which had been mainly referred to in the correspondence consisted of plain (patent still) spirit flavoured with essences and described as " whisky, brandy," etc. The Government of India, after considering the reports of their technical advisers, were definitely satisfied that the essences mentioned were not capable of having any harmful effect in the small quantities in which they were added to plain spirit for the purpose of making these so-called " whiskies, brandies," etc. If, therefore, action were to be taken in the interests of the public health, it would have to be justified on the ground that the spirit was in itself deleterious unless matured. It was recognized that spirits did exist which, like raw pot-still whisky, were undoubtedly deleterious unless matured and others which contained ingredients that were deleterious at all times, like methyl alcohol; but, as already stated, the Government of India understood that the proposition under discussion had reference almost entirely, in practice, to plain patent-still spirit and not to the other qualities just mentioned; and after considering the reports of investigations conducted in the United Kingdom and also in this country (including a biological investigation conducted by Major R. N. Chopra, I.M.S., at the Calcutta School of Tropical Medicine

and Hygiene), they were unable to hold it proved that there was any toxicity in immature plain spirit which would be removed by maturing. They noted that Major Chopra held that "the deleterious effects of the cheaper spirits are due to the tendency on the part of the consumer to ingest larger quantities of these liquors, partly because of their low cost and partly because of their comparatively milder taste which is less satisfying to the palate." The Government of India stated that if these inducements were to be removed it should clearly be done by more direct methods of excise control than by a law requiring spirits to be kept in bond for three years before consumption. Moreover, immature country spirits and Indian-made factitious spirits were obviously just as harmful to health as the imported factitious spirits, and it would be illogical to take action in respect of the latter class only; while the Government of India could not see their way to press the proposal upon Local Governments for application to all kinds of spirits unless they had quite conclusive evidence that the interests of the public health justified such a course.

The Government of India in referring to a resolution upon this subject which was passed at the annual general meeting of the Associated Chambers of Commerce held in Cawnpore on the 6th and 7th December 1926, stated that in this resolution a reference was made to the Immature Spirits Restriction Act in force in the United Kingdom, and the speeches of some members appeared to have reflected the belief that that Act was passed on the ground that spirits that had not been kept in bond for a considerable period were deleterious. That this was not the case, the Government of India asserted, was clearly proved by the exception of gin from its provisions; ordinary gin was a beverage which

might be said to correspond in character to the factitious whiskies, brandies, etc., in that it was a plain spirit with added flavouring materials. The Government were therefore unable to accept the appeal to British practice as conclusive.

For the above reasons the Government of India decided to take no action of the kind proposed by the Associated Chambers.

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## TAXATION OF PATENT MEDICINES.

(*See Report* 1928, *Vol. I, page* 131.)

A reference was made in the Chamber's Report for 1928 to the appointment of a Committee by the Government of Bombay to consider the question of the taxation of patent medicines. Intimation was received in October 1929 from the Government of Bombay that at the last meeting held on the 16th February 1928 of the above Committee it was decided that the representative of Messrs. Parke Davis and Company should furnish to the Secretary to Government, General Department, a list of patent medicines which were taxable in the United Kingdom. This list was referred to the Collector of Customs, Bombay, who was requested to work out the import value of these medicines in the Bombay Presidency so as to give a rough idea to the Committee of the estimated amount of the income to be derived from the proposed tax. The Collector, however, replied that it was impossible for him to supply the required information as the necessary details were not on record in his department and it was not feasible to obtain them. Besides foreign medicines, no figures of the sale of indigenous patent medicines and proprietary medicines were available. These difficulties in preparing a workable scheme

of provincial taxation were pointed out to the Government of India and they were requested to favour the Local Government with their opinion and advice on the subject after considering the various difficulties and objections pointed out to them. The Government of India subsequently informed the Local Government that, after a careful consideration of the opinions expressed by the Local Governments, they had decided to drop the proposal to tax patent medicines. In these circumstances, the Government of Bombay also decided not to pursue further the proposal to deal with the question of taxation of patent medicines as a provincial tax.

## CERTIFICATES OF ORIGIN.

### Anglo-Greek Agreement.

The Government of Bombay in October 1929 forwarded to the Chamber copies of Notes that passed between His Majesty's Principal Secretary of State for Foreign Affairs and the Greek Minister in London with reference to reciprocal arrangements regarding the issue of certificates of origin for goods exported from Greece to Great Britain, Northern Ireland, India or any British Colony or Protectorate and *vice versa*. Under this arrangement certificates of origin do not, save in exceptional circumstances, require consular endorsement.

## THE FINANCIAL COMMISSIONER FOR RAILWAYS.

Mr. P. R. Rau, Financial Commissioner for Railways, met the Committee of the Chamber on the 30th May 1929 and informally discussed the following subjects with them :—

1. Railway Freight on Coal and Fuel Oil.
2. Railway Freight on Cotton.
3. Delays in the issue of Time-tables by the Railways.

4. Bombay-Sind Connection.

5. Delays in supply of wagons on the Nizam's Guaranteed State Railway.

6. Shortage of wagons for transport of Coal. Question of co-ordination between Railways, Port Authorities and the Trade.

7. Proposed abolition of Servants' Compartments in Upper Class Coaching Stock.

8. Delays by Railways in the payment of Bills.

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## RAILWAY FREIGHT ON LUBRICATING OIL.

The Associated Chambers of Commerce of India and Ceylon towards the end of November asked for the views of this Chamber on a suggestion that had been put forward by the Punjab Chamber of Commerce that the Railways might be requested to re-consider their freight rates for lubricating oil owing to the fact that instead of the wooden barrels used formerly it was supplied in strong steel casks where there was practically no risk of leakage and small quantities could therefore easily be loaded in the same waggon with other goods and need not necessarily be kept separately.

The Committee informed the Associated Chambers in reply that they were not in favour of the Association pressing this matter while the question of railway freight rates on fuel oil remained unsettled. They suggested that if the Punjab Chamber considered that the interests of its members were seriously affected it should take the matter up direct with the railways.

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## RAILWAY FREIGHT ON LIQUID FUEL.

(*See Report* 1928, *Vol. I, page* 172.)

At the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta on the

17th and 18th December 1928, the following resolution was carried *nem con* :—

"That in view of the fact that liquid fuel, furnace and Diesel oil are largely used in industrial concerns and public utility undertakings equivalently with coal, it is reasonable that the railway freight on such oil should be reduced correspondingly with any reduction that may be made in the freight on coal and coke."

A copy of the resolution, as well as a report of the discussion which preceded its adoption was duly forwarded to the Government of India.

In May 1929 the Associated Chambers submitted for the views of this Chamber a copy of a reply that had been received from Government. In this letter the Government of India stated that, from the report of the discussion on the subject it would appear that the Chambers were not aware of the nature of the reduction in the freight rates for liquid fuel that was introduced on the E. B., E. I., G. I. P. and N. W. Railways with effect from the 1st June 1928. The Government of India said that prior to this date the rate for liquid fuel was 0·42 pie per maund per mile, and the reduced telescopic scale then introduced which was still in force on these railways, and had also since been adopted over the B. B. & C. I., M. & S. M. and Jodhpur Railways, was as follows :—

| Miles. | Pie per maund per mile. |
|---|---|
| 1—300 .. .. .. .. | 0·42 |
| 301—400 .. .. .. .. | 0·30 |
| 401—500 .. .. .. .. | 0·20 |
| 501—600 .. .. .. .. | 0·125 |
| 601—700 .. .. .. .. | 0·115 |
| Above 700 .. .. .. .. | 0·10 |

Government pointed out that the adoption of this scale had resulted in a substantial reduction in the rates for liquid fuel at many of the large distributing centres as would be seen from the following examples for traffic from Budge Budge :—

| Station to | Previous rate. | Present rate. | Percentage of reduction. |
|---|---|---|---|
| | Rs. a. p. | Rs. a. p. | |
| Cawnpore .. | 1 7 7 | 1 1 6 | 26 per cent. |
| Agra City .. | 1 12 7 | 1 2 11 | 34 ,, ,, |
| Delhi .. .. | 1 13 2 | 1 3 10 | 32 ,, ,, |
| Meerut City .. | 1 14 5 | 1 3 10 | 35 ,, ,, |
| Saharanpur .. | 2 0 8 | 1 4 2 | 38 ,, ,, |

Government added that any further reduction in the rates for liquid fuel, in preference to other commodities, would require very special justification.

In acknowledging receipt of the Associated Chamber's letter the Committee suggested that the attention of the Railway Board might again be drawn to the points raised by the speakers at the annual general meeting of the Association held at Calcutta in December 1928 and that the Board might be asked to explain the basis on which fuel oil was rated.

The Associated Chambers subsequently informed the Chamber that several Chambers had suggested that a representation should be made in favour of a further reduction in railway freight rates for liquid fuel, and no Chamber expressing a contrary view, a letter had been addressed to the Railway Board.

In this letter the Associated Chambers pointed out that at the annual meeting of the Association held in

December 1928 the proposer of the resolution for the reduction of the freights on coal had stated that coal freights were from 18 to 20 per cent. above pre-war level. The freights on liquid fuel, even after the recent reduction, were 200 per cent. above pre-war level for long journeys and 300 per cent. above for journeys up to 300 miles. The Association then quoted figures to prove the disparity between the freights on coal and fuel oil and urged that a further and much greater reduction in the freights on the latter was called for, both by reason of the great excess of present-day freights over pre-war freights and also by reason of the very low comparative freights on the competing commodity, coal.

The Associated Chambers also stated that there was a further consideration which it was understood was actually applied by the railways to questions of this nature and that was whether the traffic could bear the freight put upon it. The Association contended that the answer in the case of liquid fuel was that it could not do so, at any rate without undue restriction of the natural development of the trade.

The Association asked for a reply dealing fully with the points raised and in particular asked for an explanation of the much higher proportionate rates for oil as compared with coal in this country than in the United Kingdom. Finally the Association expressed a hope that the facts and figures furnished to the Railway Board might be considered adequate justification for a further reduction at an early date in the rates for liquid fuel.

The Railway Board submitted a lengthy reply to the Associated Chambers and expressed the opinion that before

the question of a further reduction in oil freights could be considered it would be necessary for the Oil Companies to show that their prices were down to bedrock and that no further reduction was possible.

The following further resolution on the subject was adopted unanimously at the annual general meeting of the Associated Chambers which was held at Bombay on the 16th and 17th December 1929 :—

"That this Association again urges upon Government the need for a further reduction of railway rates on fuel oil so that such rates may be commensurate with the reduced rates already granted for coal."

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## RAILWAY FREIGHT ON COAL.

(*See Report* 1925, *Vol. I*, *page* 27 ; 1928, *Vol. I*; *page* 170.)

It was noted in the Chamber's Report for 1928 that the following resolution was moved and carried unanimously at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta on the 17th December 1928 :—

"That in view of the importance of cheap coal to the industrial and economic life of the country, and in the interests of the Indian coal trade, it is imperative that there should be a substantial reduction in the present rates of railway freight on coal and coke."

Subsequently the railways notified that with effect from 1st June 1929 the following rates would come into force :—

| | Pie per maund per mile. |
|---|---|
| (*i*) When booked for distances of 400 miles and under :— | |
| For all distances up to 200 miles inclusive .. | 0·165 |
| Plus for any distance in excess of 200 miles and up to 400 miles inclusive .. .. .. | 0·13 |

(*ii*) When booked for distances over 400 miles :—

| | |
|---|---|
| For all distances up to 200 miles inclusive .. | 0·15 |
| Plus for any distance in excess of 200 miles and up to 400 miles inclusive .. .. .. | 0·06 |
| Plus for any distance in excess of 400 miles .. | 0·05 |

The rate for 401 miles calculated at scale (*ii*) above applies differentially to distances less than 401 miles, wherever cheaper.

The following is the list of the railways which have adopted the above scale of rates :—

The Bengal-Nagpur Railway, The Bombay, Baroda & Central India Railway, The East Indian Railway, The Great Indian Peninsula Railway, The Jodhpur Railway, The Bikaner State Railway and The North-Western Railway.

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## RAILWAY RATES ON COAL FROM THE BALUCHISTAN COAL MINES.

A representation was received in June 1929 from the proprietor of the Baluchistan Coal Mines, Quetta, stating that he and other colliery proprietors in Baluchistan were working at a disadvantage in regard to the despatch of coal to Sind and the North-West Punjab as compared with the Bengal collieries. He urged that in the interests of the industry railway sidings should be constructed at the Baluchistan Mines and that the railway freight for short-distance coal traffic should be reduced or in the alternative that the freight rates on coal for distances over 1,000 miles should be enhanced.

The Committee in reply pointed out that the Baluchistan Mines were situated in an area with which this Chamber was not very closely concerned and that in the circumstances its support would be unlikely to add weight to the applicant's case. They suggested that he might represent his case to the North-Western Railway and the Karachi Chamber.

## SHORTAGE OF WAGONS FOR TRANSPORT OF COAL.

The Associated Chambers of Commerce of India and Ceylon in April 1929, referred to the Chamber for opinion a copy of a representation that had been received from the Upper India Chamber in regard to the difficulties recently experienced by certain railways in dealing efficiently with the transport of coal and the inconvenience, anxiety and loss caused thereby to industrialists in Upper India and to industrial and other interests elsewhere. The Upper India Chamber complained about the absence of any warning of an impending over-pressure of traffic which would be likely to restrict coal traffic and suggested therefore that the Associated Chambers should approach Government with the suggestion that when sudden movements of imports, such as the recent imports of Australian wheat, were expected the Port Authorities should immediately inform the Railways so that they might be prepared. Either Government or the Railways should also immediately give as ample warning as possible to commercial bodies such as Chambers of Commerce of the likelihood of a stringency in wagon supply.

The Committee carefully examined the question in consultation with representatives of the Railways and the Port Trust and in replying to the Associated Chambers stated that they understood that the primary cause of the shortage of wagons for the transport of coal was that famine conditions prevailed on large portions of the East Indian Railway with the result that food supplies instead of being worked from up-country to Calcutta were moved in the reverse direction. Wagons with coal instead of getting return loads came back empty and the demand for wagons was consequently enormously increased. In addition congestion occurred which added to the wagon shortage. In the special

circumstances the Committee did not agree with the Upper India Chamber's contention that there was complete absence of any warning of an impending over-pressure of traffic which would be likely to restrict coal transportation. It seemed that it might fairly be claimed by the Railway Authorities that commercial bodies had just as much knowledge of famine conditions in their own province as the Railway itself and could have taken some steps to guard themselves against a possible shortage of coal later on.

But however this might be the Committee were of the opinion that the position might have been foreseen and avoided by the intelligent anticipation of events. While they felt that the primary responsibility was on the Railways not to allow their customers to suffer, they thought that the co-operation of all concerned was imperative to ensure that in cases of emergency the necessary warning was given to minimise as far as possible dislocation of business and resulting loss and inconvenience.

The Committee were definitely not in favour of the course suggested by the Upper India Chamber. The procedure seemed cumbrous and not likely to achieve the object in view of giving timely warning. What appeared to be needed was the co-operation of Railways, Port Trust officials and commercial bodies in anticipating and devising steps to obviate difficulties arising from large movements of exceptional imports. None of these bodies was likely to agree that it was its function alone to undertake the responsibility, but as the Railways and Chambers of Commerce were represented on Port Trust Boards there were frequent opportunities of joint discussion and it should be possible to devise means for joint and timely action to be taken on any similar occasion in future.

The Committee thought that it would be advisable for the Associated Chambers to address the Railway Board in this sense.

The Chamber was later informed by the Associated Chambers that, as the constituent Chambers were not agreed as to the action to be taken, a letter couched in general terms had been addressed to the Railway Board.

The Railway Board in replying to the above representation of the Associated Chambers, stated that the Agent of the East Indian Railway had been requested to call a meeting of representatives of the East Indian, Bengal-Nagpur and the Eastern Bengal Railways and of the Calcutta Port Commissioners to consider and report on the question of the co-operation and action necessary to minimize as far as possible congestion of railway traffic under abnormal circumstances such as the heavy imports of foreign wheat which occurred last cold weather.

With regard to the other ports the Board stated that the Agents of the railways concerned had been asked to let the Board have their views after consulting the Port authorities and the Chambers of Commerce.

Subsequently the Chief Traffic Manager of the G. I. P. Railway addressed this Chamber in the matter and the Committee convened a meeting of the Docks and Railways Sub-Committee of the Chamber and representatives of the G. I. P. Railway, the B. B. & C. I. Railway, the Port Trust and the Indian Merchants' Chamber.

After some discussion it was agreed to recommend that—

(1) Advisory Traffic Committees should be set up for each of the areas controlled by the four main ports of Bombay, Calcutta,

Madras and Karachi, and that for the Bombay area the Advisory Traffic Committee should consist of the Docks and Railways Sub-Committee of the Bombay Chamber with the addition of one representative of the Port Trust, two representatives of the Indian Merchants' Chamber and one representative of exporters.

(2) The Railways be asked to define approximately the areas served by the main ports indicating, where necessary, the neutral areas where traffic overlaps.

(3) The Agricultural Department and/or the Revenue Department be asked to keep the Chamber advised of the crop situation by means of regular reports and special warnings of famine.

(4) The Advisory Traffic Committee should hold periodical meetings for an exchange of views particularly at the times when the outturn of the Kharif and Rabi crops can be estimated (about the end of September or beginning of October for the Kharif season and about February for the Rabi crop) or during times of famine or flood in order that an estimate may be given of possible traffic movements in comparison with the previous season.

(5) These estimates should be supplied to the Director of Wagon Exchange who would then intimate to the trade the arrangements to be made to cope with the additional traffic and whether delays are likely to occur in certain districts and warn the trade of possible restrictions in the supply of wagons.

(6) The Trade Associations be asked to warn the Chamber of exceptional imports.

(7) The agents of Shipping Lines be asked to advise the Port Trust of any unusual trade that they have reason to expect.

The recommendations were approved by the Committee of the Chamber who, in forwarding copies of the proceedings of the meeting to the Associated Chambers, suggested that members of the Association might be circulated with a view to similar steps being taken at other major ports should they prove acceptable to the Railway Board.

The representatives of the Railways present at the meeting agreed to bring up the conclusions reached by the meeting for informal discussion by the Commercial Committee for Interchange which, it was understood, met in Simla just before the Railway Conference.

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## RAILWAY FREIGHT RATE ON "POHA."

A complaint was received by the Chamber in March 1929 from a firm of grain and seed merchants that the G. I. P. Railway had increased their charges on Poha (beaten rice). The matter was placed in the hands of the Chamber's representative on the G. I. P. Railway Advisory Committee who ascertained that the station-to-station rates for grain were applicable to rice but at Owners' Risk only. The condition of Owners' Risk had been in force since 1914 but apparently up to 1926 it was not made applicable to "Poha." As the question was raised in the latter year by the Bengal Nagpur Railway, the G. I. P. Railway in reply to an enquiry stated that if Poha was beaten rice, and rice was carried at the special rate referred to at Owners' Risk, it seemed perfectly clear that risk note B should be taken for Poha, which, after all, was rice that had been beaten.

In view of the fact that there was some doubt concerning despatches of Poha the G. I. P. Railway early in 1928 notified that the station-to-station rates quoted for grains, pulses and seeds, common, would apply to rice beaten, but at Owners' Risk only. The G. I. P. Railway pointed out that although actually there had been no change in the charges the fact that they had insisted upon the conditions applying to rice being also applied to Poha had appeared to the public as a change and this had been due to the failure of the other

Railways and the G. I. P. Railway staff to impose the conditions which the rules required.

Eventually, however, the G. I. P. Railway notified that with effect from the 1st August 1929 it had been decided to apply the station-to-station rate for grain, pulses and seeds, common, quoted at Railway Risk, to rice and rice beaten also at Railway Risk and not at Owners' Risk as was done previously.

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## PAYMENT OF BILLS BY RAILWAYS.

At the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta in December 1928, the following resolution was adopted unanimously :—

"This Association desires to invite the attention of the Railway Board, and of the Railways generally, to the serious loss and inconvenience now occasioned to industries in this country on account of the excessive delays which take place in the payment of bills by the Railways for work done in their behalf; and the Association strongly urges that the present methods of the railways in dealing with such bills, and all matters relating to them, should be replaced by methods more in keeping with modern business practice with a view to creditors obtaining payment of their bills within a reasonable period."

A copy of the resolution together with a report of the discussion that preceded its adoption was sent to the Railway Board by the Associated Chambers.

In May 1929 the Railway Board forwarded to the Associated Chambers a copy of a letter that they had addressed to the Agents of the State-managed and of the company-managed Railways on the subject. In this letter the Railway Board pointed out that they attached the utmost importance

to the prompt settlement of all claims against the Railways for stores supplied. The Railways were asked to examine the procedure in force and to issue such instructions as were considered necessary to ensure that supplies were promptly inspected, acknowledgments for supplies taken over by the railway were promptly granted and that bills which were in proper order were paid within a few days of presentation.

The Railway Board asked for an assurance within three months of the receipt of their letter that the arrangements in force on each railway were such as to give effect to these requirements.

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## ENFORCEMENT OF PENALTY CLAUSES IN STATE RAILWAY CONTRACTS.

### PROPOSED STANDARD FORM OF GOVERNMENT CONTRACT.

At the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta in December 1928 the following resolution was adopted unanimously :—

"This Association desires to call attention to the penalty conditions in the General Conditions of Contract used by State Railways in India, with particular reference to clause No. 8. The Association desires to press for the amendment of the clause which is, in their opinion, unreasonable in regard to the penalty exacted from a contractor when by reason of causes for which he is in no way responsible, he is delayed in carrying out his contract."

The resolution was duly forwarded to the Railway Board and was subsequently the subject of correspondence and discussion between the Government of India, Chambers of Commerce and other commercial bodies concerned. The Railway Board deputed a special officer to examine cases

placed before him by the members of the Calcutta Import Trades Association and the Indian Engineering Association.

The question was also informally discussed at a meeting of members of this Chamber interested on the 14th October and it was decided to submit the following resolution on behalf of this Chamber for inclusion in the agenda of the annual general meeting of the Associated Chambers held in Bombay in December 1929.

STANDARD FORM OF GOVERNMENT CONTRACT.

"This Association recommends to the Government of India the desirability of adopting a standard form of contract for all Government purchasing departments, more especially the State Railways. The Association further recommends that the suggested standard contract should contain *force majeure* and arbitration clauses and that before its final adoption an opportunity should be afforded to representative commercial bodies to examine its terms."

The resolution was adopted unanimously at the meeting.

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## FIRST AND SECOND CLASS MILEAGE COUPON BOOKS.

(*See Reports* 1926, *Vol. I, page* 217 ; 1927, *Vol. I, page* 156.)

Intimation was received from the B. B. & C. I. Railway in March 1929 that with effect from 1st April 1929 first and second class coupon books would be issued by that Railway to representatives of mercantile firms for journeys totalling 3,000 miles performed on the business of their firms within six months from the date of issue. The price of these coupon books was as follows :—

| | |
|---|---|
| First Class .. .. .. | Rs. 234-6-0. |
| Second Class .. .. | Rs. 117-3-0. |

The coupon books were available over the following Railways :—

| First Class. | Second Class. |
|---|---|
| B. B. & C. I. Railway. | B. B. & C. I. Railway. |
| G. I. P. Railway. | G. I. P. Railway. |
| H. E. H. the N. G. S. Railway. | E. I. Railway. |
| M. & S. M. Railway. | B. N. Railway. |
| S. I. Railway. | N. W. Railway. |
| E. I. Railway. | |
| B. N. Railway. | |
| N. W. Railway. | |

## SERVANTS' COMPARTMENTS IN RAILWAY UPPER CLASS COACHING STOCK.

It was brought to the notice of the Committee in March 1929 that the Railway Board had decided that on State-managed Railways no servants' compartment should be provided in upper class coaching stock built in future and that accommodation for servants should be provided in third class coaches. The Committee accordingly addressed the Associated Chambers of Commerce of India and Ceylon in the matter and stated that they considered that the proposed arrangement would be a distinctly retrograde step and one which would seriously inconvenience both passengers and their servants. The Committee pointed out that it was essential to the comfort of passengers to have their servants within easy reach and this could not always, nor to the same extent, be the case if the latter were to be relegated to third class coaches. It was not easy to get hold of a servant travelling in a distant third class compartment, and passengers would be faced with the alternative of having their luggage

stolen while taking their meals in the dining car, or else having their servant's seat occupied and his belongings stolen while the latter was looking after his master's property. Servants' compartments would probably be invaded by other third class passengers since even at present ordinary third class passengers attempted to occupy servants' accommodation in 1st and 2nd class coaches and had to be ejected at the instance of their masters who, under the proposed arrangement, would not be in the same position to intervene.

It was understood that the decision to abolish servants' compartments in upper class rolling stock had been reached mainly on hygienic grounds, complaints having been received regarding the sanitary arrangements in servants' compartments attached to upper class carriages. The Committee stated that they had not heard of any such complaints but should they be substantiated they considered that adequate sanitary arrangements should be provided even at the sacrifice of some of the existing accommodation.

Two further objections to the proposed arrangement suggested themselves to the Committee. On long-distance trains when carriages were slipped there would be increased risk of servants becoming separated from their masters, especially when, as sometimes happened, this took place at night. Again, on trains consisting of first and second class stock only, it would be necessary to provide a third class coach solely for the use of servants and there would be a consequent waste in haulage.

In view of the inconvenience which the Railway Board's decision was likely to cause to the travelling public the Committee suggested that the Associated Chambers might circularise members and, if they agreed with the view held

by this Chamber, address the Government of India in the matter.

The Chamber was subsequently informed that the Associated Chambers had addressed the Railway Department of the Government of India in terms of this Chamber's letter and later heard that the question of the abolition of servants' compartments in upper class coaching stock was under further consideration by the Railway Board but in the meantime the orders in this connection were not to apply to the G. I. P. Railway building programme for 1929-30.

The following resolution was submitted on behalf of this Chamber to the annual general meeting of the Associated Chambers of Commerce of India & Ceylon held at Bombay on the 16th & 17th December 1929 and adopted unanimously—

"That in view of the serious inconvenience likely to be caused to passengers and their servants by the proposed abolition of servants' compartments in railway upper class coaching stock, the Association strongly urges on the Government of India the desirability of retaining such compartments, and also of providing them with lavatory accommodation."

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## SHORTAGE OF ROLLING STOCK ON H. E. H. THE NIZAM'S GUARANTEED STATE RAILWAY.

The attention of the Committee was drawn in April 1929 to the unusually great difficulties experienced during the year under review in the moving of goods on the metre-gauge sections of H. E. H. the Nizam's Guaranteed State Railway particularly on the line Secunderabad to Manmad. These difficulties did not appear to be entirely accounted for by an increase of or temporary rush in seasonal traffic. It was alleged that adequate provision of new rolling stock

had not gone hand in hand with the mileage opened during the last few years. It was stated further that some of the existing wagons were in need of repairs which could not be effected rapidly enough.

In addressing the Agent of the Railway in the matter the Committee stated that if a remedy was not found for this state of affairs they apprehended that the hardship to the trade would continue and even increase.

In substantiation of this complaint the Committee submitted a few particulars regarding delays in despatches which were reported by a member of the Chamber and asked the Agent of the Railway to favour them with his remarks.

In reply the Agent expressed his regret that owing to exceptional traffic on the metre-gauge line it had not been possible to move the traffic offering expeditiously. He stated that additional rolling stock had been ordered and it was hoped that the stocks would be cleared more expeditiously during the next busy season.

The Committee again raised the question in October 1929 and the Agent in reply stated that he anticipated that the traffic would be moved reasonably expeditiously and added that the Railway was placing on the line 24 new engines and 500 wagons in anticipation of heavier traffic this year.

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## BOMBAY-SIND CONNECTION RAILWAY.

(*See Reports* 1906, *page* 44 ; 1907, *page* 31 ; 1908, *page* 43 ; 1922, *Vol. I, page* 164.)

This question was last before the Chamber in 1922 when the Engineer-in-Chief of the Bombay-Sind Connection Railway

survey submitted two alternate schemes for the proposed connection.

The Committee at that time stated that, subject to the proviso that funds were available after the existing systems were rendered more efficient, they were in favour of the construction of a through broad-gauge line between Bombay and Sind upon general grounds but doubted whether the undertaking would be a profitable one from the goods traffic point of view and any advantages likely to be derived would appear to be confined to the travelling public and the postal authorities who would undoubtedly benefit by the reduction in the transit time between Bombay and Karachi.

Sir Clement Hindley, in presenting the railway budget for 1927-28 to the Council of State in February 1927, referred to the proposed connection as follows :—

"There are two other main trunk routes to be constructed before it can be said that the main network of trunk lines is completed, one is the Bombay-Sind connection and the other is the broad-gauge connection between Karachi and the United Provinces. The former, because it is to some extent short-circuited by an easy sea route, has never been considered a very promising undertaking from the financial point of view, but I believe that its construction will become a matter of some importance as the effect of the contemplated extensive irrigation operations in Sind is felt in increased production. We are, therefore, having its financial prospects re-examined, and in order to complete our knowledge of the topography of some of the uninhabited country which has to be crossed we are having an aeroplane survey undertaken shortly."

In February 1928, when presenting the railway budget for 1928-29 in the Council of State, Sir Austen Hadow said :—

"It may be of interest to some members of this Council to hear about the two main trunk routes, which were referred to a year ago, namely, the Bombay-Sind and Agra-Karachi connections. As regards

the former, investigations are now well on towards completion, and we now have two senior officers working directly under us on a re-examination of the cost and prospects of the latter. Until we have arrived at a better appreciation of the advantages to be obtained from the construction of either of these links, we have considered it premature to enter them in our construction programme, for both of them are dependent for their financial justification on the development of long-distance traffic, a large proportion of which will be taken from lines already in existence."

In presenting the railway budget for 1929-30 in the Council of State, Sir Austen Hadow expressed the hope that the Bombay-Sind connection might find a place in the programme before long. The Committee understand that the construction of the proposed new line is regarded by the Railway Board as important and that it will be put in hand as soon as conditions permit.

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## DELAY IN THE ISSUE OF TIME-TABLES BY RAILWAYS.

The Associated Chambers of Commerce of India and Ceylon in April 1929 asked for the views of the Chamber on a representation made by the Northern India Chamber urging that the Government of India might be addressed in regard to the delays in the issue of time-tables by railways. The Northern India Chamber pointed out that the time-tables for the revised timings that came into force from the 1st of April 1929 were issued by the North Western Railway only a few days before that date. It was understood that the delay was due to most railways having very heavy changes in their time-tables owing to the new accelerated through services necessitating in some cases co-ordination on five different railways. It was also understood that the North

Western Railway did not receive back their sheets of through services from one other important railway until the 18th March 1929.

The Northern India Chamber considered that this state of affairs needed attention at an early date as it was important to the commercial community that there should be a considerably greater amount of co-ordination in such matters between the various railways than was indicated above.

The Committee in replying to the Associated Chambers of Commerce stated that they agreed that the attention of the Government of India should be drawn to the question of the delay in the issue of time-tables by railways.

The Associated Chambers in August 1929 informed the Chamber that in reply to their representation to the Railway Board the latter stated that the matter had already been taken up with the Railway Administrations concerned.

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## "PHONOGRAMS."

(*See Report*, 1927, *Vol. I, page* 157.)

The Postmaster-General, Bombay, notified the Chamber in June 1929 that the Phonogram system (*i.e.*, receiving and despatching of telegrams by telephone), full particulars of which were given in the Chamber's Report for 1927, would be introduced in Bombay from the 10th June 1929, as an experimental measure.

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## GOVERNMENT TELEPHONE SERVICE.

The Associated Chambers of Commerce of India and Ceylon in February 1929 referred to this Chamber for opinion a complaint that had been received from the Upper India

Chamber of Commerce, Cawnpore, regarding the difficulties and delays experienced by their members in connection with the erection of new telephones and the repair and/or removal of old ones, by the Government Telegraph Department.

In reply the Committee stated that as Bombay was served by the Bombay Telephone Company this Chamber was not directly affected by the question under reference, but that any action which the President of the Associated Chambers might think fit to take would have its moral support.

The Chamber was subsequently informed that the Associated Chambers had addressed the Director-General of Posts and Telegraphs in the matter and that reference had also been made to complaints that had been received from the Chittagong, Calicut and Northern India Chambers.

Later the Associated Chambers forwarded for information a copy of a letter that had been received from the Director-General of Posts and Telegraphs giving cover to a copy of a letter addressed by the latter to all Directors of Telegraph Engineering. In this letter the Director-General desired that Traffic and Engineering officers responsible for the maintenance and working of telephone services should take all possible steps to ensure that the public would have no reasonable cause for complaint in matters of this nature. It was stated that it was of course essential that all officers having the spending of money should exercise the greatest economy in the administration of their grants consistent with efficiency. Where, however, owing to the absence of adequate budget provision it was impossible for the local officer to find the money necessary to finance the execution of urgent works to maintain telephone systems in proper

working order or the installation of new connections it was the duty of such officers to represent the matter at once to the head of the circle or the Director-General as the case might be, giving full details of the works likely to be held up for want of funds. It was pointed out that it would clearly be most unbusinesslike and financially disadvantageous for the Department to refuse to undertake work of this nature merely because shortage of budget provision existed under the head concerned; and even if it should prove impossible to obtain the necessary funds by reappropriation from the total grant at the Director-General's disposal, it would generally in the last resort be possible to obtain the necessary authority to overspend grants in cases in which it could be shown that such overspending was either absolutely necessary to enable the Department to discharge its contractual obligations to the public in the matter of telephone facilities or would be more than covered by the additional revenue produced by the work so held up.

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## CODE WORDS IN TELEGRAMS.

(*See Reports* 1908, *pp.* 59, 300; 1909, *pp.* 35, 315; 1926, *Vol. I, page* 224; 1928, *Vol. I, page* 176.)

The Chamber, in March 1929, received a copy of the supplement to the International Telegraph Convention containing modifications of the service regulations adopted by the International Conference of the Telegraph Union held at Brussels in September 1928. The revised rules relating to code language came into force on the 1st October 1929.

Under the rules code language telegrams are divided into two categories:—

*Category A.*—Telegrams of which the text contains code words of not more than 10 letters having at least one vowel if they comprise not

more than 5 letters, at least two vowels if they comprise 6, 7 or 8 letters and at least three vowels if they comprise 9 or 10 letters. In words of more than 5 letters, one vowel at least must be in the first five letters and at least one vowel in the rest of the word, subject in addition in the case of words of 9 or 10 letters to the minimum of three vowels in all. The vowels are a, e, i, o, u, y. Groups formed by combining two or more words of plain language contrary to the custom of the language to which the words belong are forbidden.

*Category B.*—Telegrams of which the text contains code words of not more than 5 letters subject to no condition or restriction as to the method of formation of the words. Figures and groups of figures are not admitted; commercial marks consisting of a mixture of figures and letters are however accepted if the sender can prove that they really are commercial marks.

Telegrams of category A are subject to the full rate; those of category B are charged at two-thirds of the full rate in the case of the Extra-European system and at three-fourths of the full rate in the case of the European system.

For charging purposes, a telegram in code language may not be regarded as coming partly in category A and partly in category B. From this point of view, it must be classed exclusively in one or other of the two categories.

In the case of code telegrams or mixed telegrams of category A, the sender must produce the code from which the text of the telegram has been taken, if the Office of Origin or the Administration to which this office is subject requests it.

The Telegraph Authorities in London notified that any code words which did not contain the minimum number of vowels as detailed above under category A would be chargeable at five letters to a word, but other code words in the same telegram, which complied with the vowel rule, would be charged as single words up to the maximum number of ten letters. Thus a text containing 200 ten letters words, of which one contained only two vowels,

would count as 201 words, that is, 199 single words plus two words for the double word.

The Indian Telegraph Authorities also accepted the Home Authorities' interpretation of this rule.

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## POSTAL RATES.

(*See Reports* 1924, *Vol. I, page* 247 ; 1925, *Vol. I, page* 186.)

The following resolution was moved by the Calicut Chamber of Commerce at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon in December 1928 :—

"This Association invites the attention of Government to the high rates of postage now current in India. Should it not be possible to reduce inland rates, having regard to the fact that postage from England to India is three half pence as against two annas from India to England, it is strongly urged that the Indian rates be brought into line. It is further pointed out that the minimum foreign postage rate from India has been increased from two and a half annas to three annas, which is excessive."

Mr. (now Sir) Hugh Cocke (Bombay) in speaking on the resolution said :—

Mr. President and gentlemen, on behalf of the Bombay Chamber I regret to say that I have to strike a discordant note. My Committee feel that no reductions in the postal rates should be pressed for until such time as the department is on a self-supporting basis. That, I may say, is the line that the European group have taken in the Assembly for the last two or three years. We have tried to impress there that the postal department ought to be self-supporting and that no loss in the department should be borne by the general revenue. I should like to propose an amendment, namely, to stop at the word "India"; take the first portion of the resolution, and then go on "and desires to press for suitable reductions as soon as the finances of the Postal Department permit." I do not wish to commit my Chamber to

saying that the first reduction should be in the England to India rate. I do not think that is a thing we ought to commit ourselves to. It may be that the inland rate is more essential. Therefore, if I am in order, Mr. President, I should like to move that amendment.

The suggested amendment after further modification was accepted and the following resolution was carried unanimously:

"That this Association invites the attention of Government to the high rates of postage now current in India and desires to press for suitable reductions as soon as the finances of the Indian Post and Telegraph Department permit."

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## INTERNATIONAL LETTER POST.

### Despatch of dutiable goods.

The Government of India in April 1929 informed the Chamber that under the regulations of the Universal Postal Union, prior to the 1st October 1925, the despatch of dutiable goods in the International Letter Post was prohibited. In practice, however, considerable quantities of merchandise actually did travel by the letter post and as the rigid enforcement of the embargo upon the transmission of commodities liable to customs duties by the medium of the letter post would have given rise to general public inconvenience, most administrations of the Postal Union tacitly permitted their importation from other countries by that means. This state of affairs was made a ground by the German Post Office at the Postal Congress of Stockholm in 1924 for a proposal to introduce into the mails a new category of correspondence entitled "Petits Paquets de Marchandise." Owing primarily to the administrative difficulties involved in the creation of a fresh classification of correspondence intermediate between the

letter and the sample post, the general sense of the Congress was against this new class of mail matter being brought into existence. The Congress, however, decided that a modification of the provisions governing the use of the letter post for the transmission of dutiable goods was desirable, and in the regulations which were finally agreed upon provision was made for the withdrawal of the prohibition described above and all postal administrations were authorized to come to an agreement with one another for the admission by the letter post, solely as letters, of articles liable to customs duties subject to the precaution that the nature of the contents of such letters should be indicated thereon for the guidance of postal and customs officers. The option conferred by this relaxation of the Union rules was exercised by the Indian Post and Telegraphs Administration, and it decided to admit in the letter post to this country, and to exchange with other countries which were disposed to allow similar latitude to importation by the letter post, goods liable to customs duty with effect from the 1st October 1925.

The Government of India stated that at the Postal Congress to be held in London at the beginning of May 1929, the proposal made in 1924 by Germany was to be revived and there was reason to expect that several other administrations would support the introduction of a new class of postal article. The main features suggested for such a service were (*a*) that the weight of each packet would be limited to 1 kg.(=2 lbs. 3 oz.); (*b*) that so far as customs formalities were concerned, the treatment of the packets would correspond to that accorded to the parcel post; (*c*) that the postage would be on a lower scale than that fixed for letters but would be higher than that for the ordinary packet post; (*d*) that the "Petits Paquets" would be posted under the same conditions as to manner of packing as sample

packets, *i.e.*, they would be open to inspection; (*e*) that the administrations of destination would be authorized to collect from the addressees an additional fee to cover the cost of (i) internal transport, (ii) customs formalities and accounting, (iii) delivery and (iv) warehousing. Finally, that simultaneously with the introduction of the new service the prohibition on the despatch of dutiable goods by the letter post would be re-imposed.

The Government of India understood that it was proposed to leave all countries free to adopt this service in their reciprocal relations, but it was uncertain whether the Congress might not take an extreme view and, should the proposal be accepted, make it binding upon all administrations.

It appeared to Government that the introduction of the service would in the main benefit industrially developed countries which manufactured small articles of utility, ornament or personal adornment. Such countries would be placed in an advantageous position in the matter of the despatch of their manufactured goods by post to countries in which they would find a ready market owing to these countries not being in a position to compete with them. The despatching countries would therefore directly benefit by such stimulus to trade as the change might afford. The proposal seemed, however, to be of doubtful advantage to India so far as it might affect the country's industrial development of similar industries, though the consumer would derive benefit from the more rapid and cheaper despatch of the products of the industries of highly developed countries in small quantities.

The Government of India were disposed to think that there would be no objection to a provision leaving the different

contracting administrations free to adopt the new class of articles in its foreign postal relations if and when they considered it as advantageous to do so. But in view of the possibility of the service being made obligatory on all postal administrations the Government of India asked for the views of the Chamber on the subject as a whole.

The Committee in replying to the Government of India stated that they did not think that the proposed new service would adversely affect the industrial development of India and even if it should they did not consider this a sound argument for opposing a postal arrangement which appeared to be very generally supported by other countries. In their opinion if a country desired to protect its industries it should do so by direct and not indirect methods. It would obviously be preferable that each country should be left a free hand in the matter, but if the adoption of the new service should be made obligatory the Committee did not apprehend that any harm would result, provided that there was no objection from a purely postal point of view.

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## INDIA-LONDON AIR MAIL SERVICE.

### KARACHI-BOMBAY EXTENSION.

The Committee in June 1929 addressed the Government of India and pointed out that although the Air line between England and Karachi had only been in operation for a short period, the necessity of a connecting line between Bombay and Karachi was sufficiently apparent. It was understood that the amount of mail matter despatched from and received in Bombay via the India-London Air route already formed a considerable portion of the total and showed a steady increase although the gain in time was only about 4 days at an additional cost of 6 annas per ½ oz., and the

Committee were confident that far greater advantage would be taken of the Air Mail if there was aerial communication between Bombay and Karachi. Also in view of the fact that the distance was only about 500 flying miles and the time taken about 8 hours, it might be safely assumed that business men with interests at both ports would make frequent use of this means of transit in preference to the sea or rail route occupying four times as long.

The Committee felt strongly that Bombay, one of the most important cities of the Empire, was placed at a very great disadvantage by not being in direct aerial touch with Imperial Airways at Karachi, and they therefore brought this aspect of the question to the notice of Government and expressed a hope that plans might be set on foot at an early date for the establishment between Bombay and Karachi of an efficient Air Mail Service, without which Bombay could not derive full advantage from the India-London service. They understood that plans for the extension of the Air Mail route from Karachi to Delhi were well advanced and that further extension to Calcutta and Rangoon was contemplated. It seemed to them essential that a service for the western side of the country should be initiated at as early a date as possible and they desired to learn Government's intentions in the matter.

The Committee stated that it was reasonable to suppose that aerial transport had come to stay in India, and they were of opinion that an extension of the Air Mail to Bombay and Southern India and Ceylon was second only in importance to that to Calcutta and Rangoon. As to whether such a service should be operated by land machines or sea-going machines was a matter for experts to decide, but seeing that what was contemplated by the Committee was a coastal

service upon a coast abounding in harbours and sheltered waters, it seemed that sea-planes or flying boats would be more suitable than land machines.

In putting forward these suggestions the Committee were not unmindful of the financial aspect of the matter. They realised that in the initial stages substantial support might be necessary from Government before any Company would be prepared to start a service but they trusted that this would be forthcoming in view of the essential nature of the service for all interests, just as they presumed it would be forthcoming for the longer flight for the Calcutta-Rangoon extension. They saw no reason why, in course of time, the service should not be paying, bearing in mind the increase in mails by air which would be likely to result from the linking up of Bombay and other parts with Karachi.

Apart from the financial aspect the only possible obstacles to any such service that occurred to the Committee were certain difficulties that might be encountered during the monsoon, but it was felt that these were not likely to be insuperable, and in this connection the Committee reminded Government that when the service between England and the Continent was first inaugurated it was a summer service, pure and simple, operating during the day time only. The service was now being maintained the whole year round, not only by day but by night as well.

The following two resolutions were adopted unanimously at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Bombay on the 16th and 17th December 1929. The latter resolution was put forward by this Chamber.

1. "That this Association appreciates the steps Government are taking to establish an air service between Karachi and Delhi, but

considers that this project has been too long postponed and that it should be inaugurated without further delay. This Association urges upon Government the necessity for this and other internal air services to connect with the England-India Air Mail as the absence of such connections renders the Air Mail of little practical value to the greater part of India and is highly prejudicial to its development.

"That, in the opinion of this Association, the Karachi-Delhi service should be extended as soon as possible to Calcutta and Rangoon and at the same time a service should be established between Karachi and Bombay, the latter being of outstanding importance in the interests of the whole of Southern India and Ceylon."

2. "This Association strongly urges on the Government of India the necessity for inaugurating at a very early date an air mail service from Karachi *via* Bombay to Southern India and Ceylon to connect with the London-India air mail service."

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## STANDARD GHEE RATIONS TO LASCAR CREWS.

The Associated Chambers of Commerce of India and Ceylon in August 1929 asked for the views of this Chamber with reference to a representation that had been received from the Burma Chamber regarding a notice that had been issued by the Government of India to Owners, Masters and Agents of ships in which it was stated that the results disclosed by the analytical examination of certain samples of ghee taken from the provisions supplied to lascar crews indicated that vegetable ghee and ghee containing an admixture of vegetable fat had been supplied in certain cases in place of pure ghee. The Government of India pointed out that ghee supplied to lascar crews in accordance with the scale of provisions laid down by the Government of India should be of pure buffalo or cow's butter. It should

have a pleasant smell and taste and should in the solid or semi-solid state exhibit fine grains like sand grains and should never be adulterated with animal fat or vegetable oil.

After consulting the Agents of the leading steamship lines sailing from Bombay the Committee, informed the Associated Chambers that they understood that the regulations governing the supply of pure ghee to lascar crews were very strictly enforced in Bombay and that some relaxation would be welcome to shipowners since it was extremely difficult to obtain pure ghee prepared from milk which cost more than table butter and the consumption of which in Bombay was virtually confined to rich Jains.

The Committee pointed out that vegetable ghee as imported into India was equal to what was known as "margarine" in Europe. It was prepared from the best refined vegetable oils, which were derived from groundnuts and other articles of Indian export. The bulk of the Indian population had for centuries lived on unrefined vegetable oils and since vegetable ghee was nothing less than highly refined and hardened vegetable oil, treated and flavoured to resemble Indian ghee in appearance and taste, it could not be argued that this product was either inferior or harmful. It was understood that vegetable oils had the same nutritive value as milk fat and that the only objection that had been levelled by scientists against refined vegetable oils (and consequently vegetable ghee) was that they lacked vitamins. It was suggested, however, that a mixture of, say, 50 per cent. pure ghee and 50 per cent. vegetable ghee would contain all the vitamins required by the human body and would provide lascar crews with an article of diet far superior to any they were ordinarily able to obtain.

In the circumstances the Committee agreed that the regulation prescribing the issue of pure ghee to ships' lascars was out of date and that this regulation should be amended to allow of the issue by steamer companies of admixtures of vegetable fat on the lines suggested above provided an equal dietetic value was given. They added that they were in favour of the Associated Chambers' supporting a representation to Government by the Liners Conference, Calcutta, in this sense.

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## PUBLICATION OF DATES OF SAILING OF PILGRIM SHIPS.

The Government of India, Department of Education, Health and Lands, on the 12th June 1929, published a draft of certain amendments to the rules issued under the Indian Merchant Shipping Act, 1923, laying down the procedure to be followed in advertising the dates of sailing of pilgrim ships. The Committee were favoured with a copy of a letter that had been addressed to the Government of India on the 27th June by a member stating their objections to the draft rules.

After a careful consideration of the question the Committee addressed the Government of India strongly supporting the member's representation and in doing so invited particular attention to—

(1) the futility of advertising in three vernacular papers which in most cases would be neither seen nor understood by the pilgrims (*e. g.*, Bengal Mahomedans and inhabitants of Central Asia) or by the "Maulims" or guides who were in most cases Arabs, and

(2) the unwarrantable interference with the liberty of shipowners in compelling them to give 15 days' notice of the date of sailing.

In regard to (2) it was understood that the appearance of an advertisement would sometimes bring a large influx of pilgrims into Bombay within a week and it would be wasteful and highly inconvenient both to the company and the pilgrims to detain ships merely to comply with a formality. It was also understood that at the approach of each pilgrim season numbers of pilgrims were usually assembled at the *Mussarfarkhanas* in Bombay and the pilgrim camp in Karachi and the established practice of advertising sailings by *Bataki* had been found effective. Subject to the existing regulations it appeared to the Committee that the Companies engaged in pilgrim traffic should be left to advertise sailings as they thought fit. The Committee reminded Government that these companies were in close touch with the "Maulims" who made arrangements for the pilgrims' accommodation and transport. A further objection to fixing sailings far in advance lay in the fact that the pilgrim trade fluctuated very widely from year to year (it was understood that the difference might exceed 10,000 in consecutive years), and the cargo offering to Red Sea ports was another factor that had to be considered since the pilgrim trade would not pay by itself.

The Committee added that the Haj Committee had been inquiring into the whole question of the pilgrim trade and it would seem most inopportune to introduce amendments in the existing rules pending the publication of that body's report. But in any event the Committee strongly deprecated further Government interference with a trade which was already hedged about with irksome and unreasonable restrictions.

## SHIPPING ADVERTISEMENTS.

(*See Report*, 1921, *Vol. I, page* 205).

A member of the Chamber in September 1929 suggested to the Committee that, if possible, an agreement should be come to by which shipowners should discontinue advertising the dates of arrival of steamers and leave to consignees the duty of ascertaining when ships were due to arrive. In the case of declaration of General Average consignees would be advised of the fact when they applied for Delivery Orders. It was pointed out that the declaration of General Average by advertisement was not called for either under York-Antwerp Rules or by English practice.

In replying to the member the Committee referred them to the Chamber's Book of Decisions (Fourth Edition), pages 28 to 30, from which it would be seen that the Committee of the Chamber in 1921 expressed an opinion to the effect that although the practice was not obligatory it was usual for steamship owners to notify consignees through the medium of the local Press of the arrival of steamers.

The Committee stated that they adhered to the opinion then expressed and they felt that steamship owners should continue to advertise the dates of arrival of their steamers.

In regard to the question of advertising in the Press the declaration of General Average the Committee were of opinion that it would be unfortunate if such advertisements were discontinued. Banks, who were holders of Bills of Lading, were almost entirely dependent on Press notices of General Average and if direct notices were sent to consignees such notices would probably never reach the banks. The Committee added that without therefore going into the question

of the legal obligation of shipowners to advertise the declaration of General Average they felt that in this case also the existing practice should, in the interests of all concerned, be continued.

## DEFERRED REBATES.

(*See Reports*, 1923, *Vol. I*, *page* 156; 1926, *Vol. I*, *page* 260).

The Committee were asked in February 1929 by the Associated Chambers of Commerce of India and Ceylon for their views on a Bill to provide for the abolition of deferred rebates in the Coasting Trade of India. A similar Bill was considered by the Committee in 1926 and it was decided then to oppose it *in toto* (see Chamber's Report for that year). That Bill failed to pass in the Legislative Assembly and died automatically when the Assembly was dissolved. In the present instance the Committee informed the Associated Chambers that they were of opinion that the Bill should be opposed.

## THE INDIAN LIGHTHOUSE ACT, 1927.

(*See Reports*, 1927, *Vol. I*, *page* 171; 1928, *Vol. I*, *page* 194).

The Karachi Chamber of Commerce early in July forwarded to this Chamber a copy of a letter which had been addressed to the Government of India in regard to the administration of the Indian Lighthouse Act and asked for this Chamber's support to the representation.

The Karachi Chamber in their letter drew attention to the fact that under clause 10 of the Act payment of light dues on arrival of a steamer at her first port in British India exempted her from the payment of further light dues

for a period of 30 days. In the case, however, of a steamer calling at Perim or Aden for bunkers on an outward voyage and then proceeding to Bombay and Karachi and discharging and loading at both of these ports, it was very probable that the steamer would have exceeded the period of 30 days allowed from the time of leaving Perim or Aden before she had completed her working at Bombay and Karachi and sailed from the latter port.

| | |
|---|---|
| Taking the time from Perim or Aden to Bombay as in the case of many cargo steamers .. .. .. .. .. | 7 days. |
| Discharging and loading in Bombay .. .. | 12 days. |
| Voyage from Bombay to Karachi .. .. | 2 days. |
| Discharging and loading in Karachi .. .. | 10 days. |
| | 31 days. |

A total of 31 days is thus completed, making the steamer liable for payment of light dues again in full, or as the rate was fixed at the moment, a further 1 anna 6 pies per registered ton.

Similarly in the case of a steamer calling at Aden or Perim to replenish bunkers on her homeward voyage after having discharged and loaded both at Bombay and Karachi it would be impossible, in the great majority of cases, for the steamers to leave Perim or Aden, after having replenished bunkers, within 30 days of her first arrival in Bombay.

The Karachi Chamber stated that under the existing rules a steamer which was on the usual Bombay and Karachi run from a European port was practically precluded, unless

she was to pay light dues twice, from replenishing her bunkers at Perim or Aden either on the outward or homeward voyage.

The Karachi Chamber added that for those who were accustomed to making use of Perim and Aden for replenishing their bunker supplies by which procedure they were often enabled to load extra cargo at Indian ports, that was a very serious matter indeed. There was also a probability that those who were accustomed to mantain stocks of bunkers at Perim and Aden would suffer severe financial loss owing to this rule, as many steamers which ordinarily called there for bunkers would be unable to do so, without becoming liable for the second payment for light dues.

In the circumstancees the Karachi Chamber requested Government to grant a special exemption, or at least a modification of charges, under the Act, for steamers calling at Perim and Aden for replenishment of bunkers only so that neither the bunker trade at these ports should be penalized, which it was argued was not the intention of the Legislature at the time of framing the Act, nor, on the other hand, should a steamer be charged light dues twice over for making use of the bunkering facilities at Aden or Perim in order to admit of her loading the maximum quantity possible at Indian ports.

In replying to the Karachi Chamber the Committee stated that the contingency that home trade vessels might be liable to pay light dues twice over on one round trip was anticipated by the Committee of this Chamber when they considered the Indian Lighthouses Bill in 1927 and in addressing the Government of India they strongly urged that such vessels should pay dues once only on each round voyage and that in any case the " Pass time " laid down in the proviso to Section 10 in sub-section (2) should be extended. They suggested that the Government of India should consider the

feasibility of fixing a maximum number of payments during the year as was done in the United Kingdom and they recommended that the maximum might be fixed as four in the case of overseas ships and eight in the case of coasters (*vide* page 171 *et seq* of Vol. I of the Chamber's Annual Report for 1927).

The Committee pointed out that the question was considered at an informal meeting of the Advisory Committee for Lighthouses held on the 5th of December 1928, and it was then decided to recommend that no exemptions should be granted for the present. It was understood that the Advisory Committee's reason for making this recommendation was that it was exceedingly difficult to estimate the probable tonnage of vessels liable for light dues for a period of, say, 12 months, and in the opinion of one of the members of the Committee the estimate submitted by Government was inaccurate. It was therefore considered desirable to levy dues at the flat rates laid down for all vessels coming within the scope of the Act. It was thought that after a year's experience the Committee would be in possession of the required information and would then be in a better position to consider the question of exemptions or modifications in the dues as circumstances and the financial position permitted.

The Committee added that the Advisory Committee for Lighthouses consisted of persons representing interests affected by the Act or having a special knowledge of the subject-matter thereof and in view of the decision at which they arrived in December last it appeared to the Committee that no good purpose would be served by addressing the Government of India in support of the Karachi Chamber's representation.

## PERSIAN GULF LIGHTS.

(*See Reports*, 1925, *Vol. I, page* 218; 1927, *Vol. I, page* 170; 1928, *Vol. I, page* 194).

Intimation was received in March 1929 that the Government of India had sanctioned with effect from the 1st of April 1929 a reduction of the rate of light dues levied from shipping using the Persian Gulf lights from 1½ annas to one anna per ton.

The question whether the light dues should be levied on vessels in ballast was discussed at a meeting of the Advisory Committee of the Persian Gulf Lighting Department in July 1929 and it was decided to defer the matter till the end of the financial year when the question of any general reduction in dues could be considered.

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## PORT TRUST GROUND RENTS.

In May 1929 the Committee were addressed by a firm of Land and Property Valuers who complained that at the present time the ground rents charged by the Port Trust were at least twice as high as they should be and in many cases three times as high as a normal ground rent. They explained that leaseholders paid what they considered exorbitant ground rent upon renewal of leases chiefly because they had a building on the land which would be sacrificed if they did not. The effect of these high ground rents was seen in the fact that no bank would lend on a Port Trust leasehold and no private investor would either lend or buy. They requested the Committee to take the matter up with the Port Trust.

The Committee after consultation with the Chamber's representatives on the Board of Trustees replied stating that they understood that the question had again been considered by the Trustees in all its bearings and that having been furnished with a copy of the proceedings and having fully examined the question, they concurred with the conclusions arrived at by the Port Trust, *viz.*, that their lease renewal rates generally and the principles on which they were based were fair and equitable. The Committee added that the Trustees had a duty to the Port as a whole to make the best terms possible for the Trust in renewing leases and it was not only the interests of the leaseholders which had to be considered.

## HOURS OF NIGHT WORK AT THE DOCKS.

The Bombay Port Trust in January 1929 asked for the views of the Committee in regard to the question of the feasibility of closing down night work in the Dock at 1-30 a.m. except in unavoidable cases.

The Committee after consulting the Docks and Railways Sub-Committee replied stating that they were definitely of opinion that there should be no further curtailment in the total number of working hours at the Docks. The Committee pointed out that Bombay compared very unfavourably with Karachi in respect of the hours of night work which were understood to be 10 hours, *i.e.*,, from 7-30 p.m. to 6-30 a.m. with an hour's recess. If the proposal of the Port Trust Dock Staff Union was adopted the competition which Bombay was experiencing from Karachi and other ports would be aggravated.

The Committee were of the opinion that it would be of advantage if work could be started earlier in the morning

when labour was fresh, say, at 7 a.m. instead of 8 a.m., the hours of work to be adjusted accordingly. If this suggestion was adopted night work would stop at 2-30 a.m. instead of 3-30 a.m. as at present or at 1-30 a.m. as suggested by the Port Trust Dock Staff Union.

The Committee did not desire to put forward detailed suggestions for the readjustment of the hours of work as that was a matter for the Bombay Port Trust. They felt, however, that closing down day work at 5 p.m. which would result from putting back all the hours of work by one hour, would be too early, and that it would be preferable to close down at 5-30 p.m. It was suggested that this might be done either by adjusting the recess intervals or, better, by lengthening the day work and shortening the night work if that was possible. This point was submitted for the consideration of the Port Trust in the event of the Committee's suggestion for starting work earlier being found feasible.

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## SORTING AND STACKING OF PACKAGES AT THE DOCKS.

(*See Reports*, 1925, *Vol. I*, *page* 234; 1926, *Vol. I*, *page* 170; 1927, *Vol. I*, *page* 235; 1928, *Vol. I*, *page* 204).

It was stated in the Report for 1928 that it had been suggested to the Committee that the Bombay Port Trust might be recommended to adopt the system of stacking of packages in force in Calcutta under which the packages were separately stacked in the sheds in bays according to the initial letter in the marks, the coolies being directed by a permanent staff of sorters. The Committee accordingly suggested to the Port Trust that enquiries might be made

of the Calcutta Port Commissioners as to how the system worked at that port.

The Bombay Port Trust in October 1929 informed the Chamber that the Trustees' Docks Manager had made the enquiries suggested and the Calcutta method of alphabetical stacking and sorting had been given a trial in Bombay. The Docks Manager reported that it had not been found to be very successful nor to effect much, if any, improvement over the Bombay method. It was stated that the Calcutta system required extended space, which could ill be spared in Bombay, particularly in the smaller sheds, and the cost of adopting the system generally would be out of proportion to any advantages gained. One of the disadvantages was that it entailed longer carries from hatch to stacking places in the sheds and this, in a crowded shed, was liable to cause interference from cross traffic.

The system followed in Bombay was to stack goods belonging to the same consignments together, as nearly as possible opposite the hatches from which they had been discharged. Consignments consisting of a large number of packages of one mark were thus easily concentrated and no difficulty was experienced in tracing them in the sheds. As regards smaller lots, which might present some difficulty, the contractor had been warned to devote special attention to the stacking in such cases and the Docks staff had been directed to exercise strict control over the contractor in seeing that marks were not unduly scattered and that the packages were stacked with the marks facing outwards.

The Port Trust added that the experience of the Administration did not bear out the Chamber's contention that the pre-war conditions of stacking and sorting packages were

considerably better than existing conditions. The work of stacking and sorting which was entrusted to one sub-contractor of good standing and repute, was undoubtedly done more efficiently than in pre-war days when several muccadums were employed on this work. The Trustees' Docks Manager and his senior Officers, who were conversant with pre-war conditions in the docks, affirmed that complaints about lost packages were very frequent in those days and that the stacking coolies then employed were a constant source of trouble necessitating frequent disciplinary action.

The Docks and Railways Sub-Committee of the Chamber subsequently met the Docks Manager and again discussed the question with him. As a result of the discussion it was suggested that in order to assist the Port Trust in sorting packages shipping members of the Chamber might be asked if they could arrange to hand to the Port Trust as soon as possible after the arrival of their steamers, rough uncertified copies of manifests. These manifests should show marks, quantity and contents of packages only and need not be strictly accurate but would serve as a guide to the Shed Managers in arranging for miscellaneous cargo to be stacked in a special bay with a view to tracing missing packages more readily.

Shipping members of the Chamber were accordingly asked to assist the Committee in their endeavours to expedite delivery of goods from the Docks by arranging for rough manifests of their steamers to be handed to the Port Trust as suggested above.

## CHARGES LEVIED BY THE BOMBAY MUNICIPALITY FOR WATER SUPPLIED TO THE PORT TRUST.

Towards the end of December 1928 the Chamber was requested to support a representation that the Port Trustees

had made to the Bombay Municipality protesting against a proposal of the Standing Committee of the Corporation to enhance the charge for water supplied to the Port Trust during the financial year 1929-30. The Municipal Commissioner originally recommended that the rate to be charged to certain bodies, including the Port Trust, during 1929-30, should be reduced from 14 annas to 12 annas per 1,000 gallons. The Sub-Committee appointed by the Water Committee to examine the Water Works Budget Estimates reported that they did not think it advisable to reduce the rate as proposed by the Commissioner but that they would have no objection to the reduction in the case of the Port Trust provided the latter would guarantee to increase their consumption so that the Corporation would derive the same revenue therefrom, *i.e.*, not less than Rs. 5,00,000. This report was approved by the Water Committee but when it came up for consideration at the meeting of the Standing Committee a Resolution was moved and carried by five votes against two that the charge to certain bodies, including the Port Trust, instead of being reduced to 12 annas, should be increased to Re. 1. No reasons were recorded in support of this decision and the Board of Trustees at their meeting held on 18th December 1928, resolved that a letter should be addressed to the President of the Corporation recording their emphatic protest against the action of the Standing Committee in this matter and requesting that their letter should be placed on the next Agenda of the Corporation for favour of consideration.

In addressing the Municipal Corporation in the matter the Committee pointed out that for some time past the Chamber had under consideration the question of the heavy cost of handling goods in this port as compared with other ports in India and the consequent diversion of trade from

Bombay to other ports. Accordingly any alteration in rates which had a tendency to increase port charges would be strongly opposed by the Chamber more especially when, as in the present instance, the increase appeared unreasonable and inequitable.

The Committee fully endorsed all the arguments put forward by the Chairman of the Port Trust against the proposed increase and expressed a hope that the Corporation would, on reconsideration of the question, not only turn down the proposal for an increase but, on the other hand, would see their way to some reduction in the existing rate.

The Chamber was informed later that the Corporation had estimated their revenue in respect of the supply of water to the Port Trust at the rate of annas 14 per 1,000 gallons instead of Re. 1 per 1,000 gallons as proposed by the Standing Committee.

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## TERMINAL TAX.

(*See Reports*, 1925, *Vol. I*, *page* 247 ; 1926, *Vol. I*, *page* 285 ; 1927, *Vol. I*, *page* 203 ; 1928, *Vol. I*, *page* 214).

The Committee early in February 1929 received from the Government of Bombay, a copy of a letter that the latter had addressed to the President of the Bombay Municipal Corporation on the proposal to substitute a non-refundable terminal tax for the existing town duty.

The Government of Bombay stated that the Government of India had recently intimated that the question of the levy of terminal tax by local bodies in this Presidency would probably be considered by the Indian Statutory Commission, that a final decision on the subject was not likely to be

reached for some considerable time and that pending the settlement of the general question the Government of India did not propose to sanction the introduction of terminal taxation in any Municipality. Further as any legislation undertaken by the Local Government with the object of empowering the Corporation to levy terminal tax could not take effect until the Governor-General gave his assent to same under Section 81 (3) of the Government of India Act, 1919, and as the Government of India had made it quite clear as stated above, that they were not prepared to sanction the levy of terminal taxation in any Municipality at present, the Government of Bombay considered that no useful purpose would be served by undertaking legislation on the lines suggested by the Corporation.

The following extract from the proceedings of the Legislative Assembly on the 2nd September 1929 bearing on this question is reproduced for purposes of record :

Mr. E. L. Price : Will Government be pleased to state whether any final conclusions have been reached by Government on the recommendations of the Taxation Inquiry Committee in regard to the levy of terminal taxes ?

The Hon'ble Sir George Schuster : The position with regard to the levy of terminal tax by a Municipal Committee has recently been dealt with in letter No. 133-L.S.G., dated 2nd August 1929, from the Government of India, Department of Education, Health and Lands, to the Government of the Punjab, which has presumably been seen by the Hon'ble Member by now. As explained therein, previous sanction of the Governor General in Council to the imposition of terminal tax by a Municipality is only necessary when the tax is first imposed in a local area in which octroi was not levied on or before the 6th July 1917. In other cases, the Local Governments are themselves competent to sanction or refuse to sanction the proposed tax. The Government of India cannot interfere in the matter under Devolution Rule 49, as, under this rule, they can exercise their powers of superintendence,

direction and control only for certain limited purposes. The question whether any, and if so, what, changes are required in the present constitutional position in regard to the levy of octroi and terminal taxation by local bodies has been referred by the Government of India to the Indian Statutory Commission (*vide* Paragraphs 10 to 24 of Part B of the Memorandum presented by the Government of India to the Statutory Commission on the subject of the financial relations between the Government of India and the Provincial Governments). The Government of India do not propose to take any further action in the matter at present. They must wait till the Statutory Commission have made their recommendations as to the future financial relations between the Central Government and the Provincial Governments and until the outlines of the future constitution have been settled.

## TOWN DUTY ON FOREIGN CLOTH.

At a meeting of the Bombay Municipal Corporation held on the 15th August 1929, the following resolution was adopted :—

"That the Revenue and General Purposes Committee be requested to consider the amendment of the Municipal Act with a view to secure the necessary powers to enable the Municipality to impose a Town Duty on foreign cloth imported into the City, and to submit their proposals to the Corporation as early as possible."

The Committee were subsequently informed that the Revenue and General Purposes Committee of the Corporation had recommended to the Corporation that the proposal should be dropped.

## TOWN DUTY ON RAW COTTON IMPORTED INTO THE CITY OF BOMBAY.

The following Press Note was issued by the Development Department of the Government of Bombay on the 12th July 1929 and is reproduced here for purposes of record :—

"The Indian Tariff Board (Cotton Textile Industry Enquiry) in paragraph 66 of their report of 1927 have recommended that the

town duty, levied under Bombay Act No. XX of 1920 on raw cotton imported into the City of Bombay, by sea or land, from any part of India, at the rate of one rupee for every bale weighing approximately 3½ cwts., should be reduced to eight annas per bale on all cotton consumed by the mills in Bombay by the grant of a refund to the mills on proof of consumption. The Tariff Board have held that the continuance of the town duty for the purposes of the industrial housing scheme is not inequitable. The tenements provided by Government are much superior to the majority of those available elsewhere, the reduced rents charged for them compare very favourably with those charged by others, and it is the mill industry which stands most to gain by the improved housing conditions of its employees. The Municipality of Bombay have during the last eight years carried out not only a much larger programme of development than in preceding years, by virtue of the revenue from this cess, but have committed themselves to further schemes like the main drainage scheme for the north of the Island, which may have to be given up, if the resources of the Corporation were to be curtailed at this stage, without fresh sources of revenue being found. The Government of Bombay have fully considered the recommendation of the Indian Tariff Board and, in view of their own financial position and the representation of the Municipal Corporation for the City of Bombay in the matter, are not prepared to proceed with the Tariff Board's proposal."

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## FLOW OF CRUDE SEWAGE INTO THE CUSTOMS BASIN.

The Chairman of the Port Trust towards the end of June 1929 forwarded to the Chamber a copy of a letter he had addressed to the President of the Municipal Corporation drawing attention to the nuisance caused by the action of the Municipal Drainage Department in allowing crude sewage to flow into the Customs Basin through the storm-water outfall on the east side of the Mint compound.

The Committee forwarded a copy of the letter to the Chamber's representative on the Municipal Corporation

with a request that he should support the representation of the Port Trust on behalf of the Chamber when the matter came before the Corporation.

Subsequently the Chairman of the Port Trust forwarded to the Chamber a copy of the reply he had received from the Municipal Commissioner. The latter stated that the diversion of the sewage into the storm-water drain at Mint Road was an unfortunate and unavoidable necessity caused by the fact that parts of the arch of the ovoid sewer in Hornby Road collapsed at two places blocking the free flow of sewage at these points. The work of repairing the sewer was immediately taken in hand and was being pushed on with as much expedition as was possible consistently with the safety of the workmen.

The Commissioner further stated that he had already issued instructions to the Drainage Engineer to see that pestrine and Izal powder were used at the outlet of the storm-water drain where the sewage was discharged in the Ballard Basin and to take all such steps as might abate the nuisance. It had been found that the nuisance was to some extent due to the faulty connection of a sewer at Napier Road to the storm-water drain leading to the Ballard Basin and steps had been taken to have this faulty connection put right. The Commissioner added that it was probable that an overflow of sullage from house-gullies which were often choked found its way into the storm-water drain. To remedy this, the Commissioner proposed to provide sluice-valves at the point in Mint Road where the storm-water drain met the main sewer and to keep the valves closed during the fair season so as to divert the storm-water into the sewer. In the monsoon the dilution of the water would be so great as not to cause any perceptible nuisance even if a small quantity of sullage got

into the storm-water drain. Arrangements would be made to close the connection even in the rains if there was a long break. It was hoped that these measures would remove permanently the nuisance complained of.

## BURSTING OF THE MONSOON.

The Meteorologist, Bombay, informed the Chamber that the 1929 monsoon commenced in Malabar on the 30th May and at Bombay on the 3rd June 1929.

## WEATHER WORKING DAYS.

The following days during the monsoon months of 1929 were declared by the Committee of the Chamber to be Half Weather Working Days for steamers in the docks :—

Monday, 1st July 1929.
Wednesday, 10th July 1929.

The Port Officer, Bombay, also declared Monday, 1st July, 1929, as a Half Weather Working Day in the stream.

## BOMBAY SURVEY PROCEDURE.

### AMENDMENT OF THE CHAMBERS' BY-LAWS.

*(See Report, 1928, Vol. I, page liv )*

The following extract from the speech delivered by the President at the Special General Meeting of the Members of the Chamber held on the 20th March 1929 explains why it was found necessary to amend the Chamber's arbitration by-laws :—

"For several years past there has been general dissatisfaction among exporters of piece-goods from England in regard to the method under which surveys are conducted in Bombay. The desirability of

amending the Chamber's Rules governing general disputes and arbitrations came up for consideration in 1921 when the Import Sub-Committee, to whom the matter was referred by the General Committee, recommended the rescission of the rules in force and the adoption in their place of certain other rules, setting forth the terms and conditions upon which the Chamber was prepared to appoint arbitrators and umpires. As the alterations in the existing procedure recommended by the Sub-Committee, affected the agreement with the Bombay Native Piece-goods Merchants' Association in the matter of piece-goods arbitrations it was decided to delay the introduction of the new system pending the result of negotiations which were started with that body with a view to the amendment of the agreement upon the lines recommended by the Import Sub-Committee. These negotiations however proved abortive.

In 1926 Mr. Rodier, the Chairman of the Indian Section of the Manchester Chamber of Commerce, visited India and discussed the question with the Import Sub-Committee. In June of that year the whole matter was referred for consideration and report to a special Sub-Committee consisting of the Vice-President of the Chamber, Mr. J. R. Abercrombie (Chairman), Mr. R. D. England, Mr. W. Deacon, Mr. A. McIntosh, Mr. W. Cullen, Mr. A. Pallis and Mr. J. C. Lancashire.

The Sub-Committee submitted certain draft arbitration rules which were approved by the Committee and were referred to the Manchester and Bradford Chambers. These rules embodied the following principles which the Committee considered necessary for the proper conduct of piece-goods arbitrations in Bombay :—

(1) That the arbitrators shall be given no details beforehand regarding the goods in dispute or the names of the disputants.

(2) That unless it becomes necessary to file the award in Court, the parties to the dispute shall not know, either before or after the arbitration, the identities of the arbitrators or umpires, as the case may be.

(3) For cotton piece-goods disputes the Chamber shall, as far as possible, continue to appoint an Indian as one of the arbitrators, or as an umpire, in every alternate case referred to umpires.

These draft rules received the general approval of the Manchester and Bradford Chambers and their members signified their willingness to insert the following clause in all piece-goods contracts with Bombay merchants and dealers :

'If any dispute or question shall arise hereunder, the same shall be referred to arbitration under the rules of the Bombay Chamber of Commerce for the time being applicable, and such agreement to refer shall be deemed to be a submission to arbitration within the meaning of the Indian Arbitration Act, 1899.'

The matter was then again taken up with the Bombay Native Piece-goods Merchants' Association and after several informal discussions and a great deal of correspondence the by-laws as now placed before the meeting have been approved by the Association. Several concessions have been made to meet the wishes of the Association but these do not violate the three principles I have referred to and they will not, I think, seriously impair the improved procedure which it is desired to introduce. The new rules represent a distinct advance on the old ones and should go far to remove the grievances of which the Manchester and Bradford Chambers complained, while they will, I feel sure, suit the convenience of importing houses in Bombay."

The revised by-laws were adopted unanimously at the Special General Meeting referred to above, but owing to difficulties that subsequently arose in the bazaar further discussions took place between a Special Sub-Committee of the Chamber and representatives of the Bombay Native Piece-goods Merchants' Association and it was decided that members of the Chamber and of the Association should make their own arrangements as to the terms and clauses of their contracts. All disputes submitted to the Chamber would, however, be dealt with in accordance with the revised by-laws.

## PAYMENT OF SURVEY FEES.

A member in November enquired whether the Chamber had any ruling on the following point. In a dispute regarding

a consignment of piece-goods the dealer lodged a claim and in accordance with the terms of his contract appointed his surveyor the member in his turn appointing his own surveyor. As the two surveyors could not agree they made separate reports. The dealer's surveyor refused to part with his report unless his fees were paid first. The dealer refused to pay the fees or take over the report. The member contended that since his surveyor held the goods to be a fair tender, he was under no obligation to pay the surveyor's fees pending the final decision by the Umpire.

After consulting the Import Sub-Committee the Committee replied that there was no ruling of the Chamber on the point raised nor did they see how one could be made effective.

In the opinion of the Committee a surveyor was entitled to demand his fees before furnishing his report and it would appear to be a matter for either party to the dispute to decide whether his own interest would be served by paying for the report or by ignoring it.

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## PIECE-GOODS CONTRACTS.

### Carriers Receipts as Evidence of Date of Shipment.

(*See Report* 1928, *Vol. I, page* 250.)

As was noted in the Chamber's Report for 1928, the Committee suggested to the Bradford Chamber that the objection of the Bombay Native Piece-goods Merchants' Association to the acceptance of Transport Contractors' receipts as proof of the date of shipment might be overcome if it were possible for such receipts to be certified by a Chamber of Commerce or other independent body.

The Bradford Chamber accepted the suggestion and expressed a hope that it would be accepted by the Bombay

Native Piece-goods Merchants' Association. The Committee accordingly referred the matter to the Association who, however, in reply stated that after consulting the members interested it adhered to its previous decision and declined to accept such receipts.

A further reference on the subject was received in April 1929 from the Bradford Chamber who stated that the amount of traffic carried by road transport had enormously increased and such transport had become an essential part of the trade. It was very much quicker to send goods by road than by rail and as a matter of fact some firms scarcely ever sent goods by rail to the port but always utilized road transport. The Bradford Chamber asked this Chamber to approach the Bombay Native Piece-goods Merchants' Association again in the matter with a view to the latter accepting the Chamber's original proposal.

The Chamber consequently again approached the Bombay Native Piece-goods Merchants' Association on the subject but the latter replied that they were still unable to agree to the proposal. The Committee therefore informed the Bradford Chamber that they felt there was no point in pressing the matter further at this stage, but that if a suitable opportunity occurred they would discuss the question informally with the Bombay Native Piece-goods Merchants' Association.

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## "FORCE MAJEURE."

### CERTIFICATES ISSUED BY CHAMBERS OF COMMERCE.

In April 1929, an inquiry was received from an importing house as to whether it was necessary for *force majeure* certificates issued by continental Chambers of Commerce to be

legalised by a British Consulate in the country of origin of the goods.

The Committee in reply stated that provided there was nothing to the contrary in the contract, a Chamber of Commerce *force majeure* certificate was usually accepted by importers without legalisation by a Consul.

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## "FORCE MAJEURE" CERTIFICATE.

### INTERPRETATION.

An importing house towards the end of December 1928 forwarded to the Chamber the following copy of a certificate and inquired whether the reason for late shipment given in the certificate came within the usual interpretation of *force majeure.*

I, the undersigned, Secretary of the Huddersfield Incorporated Chamber of Commerce, hereby certify that the Manufacturers of the goods in case No. . . . have declared to my satisfaction that the pieces were packed by them and despatched to Birkenhead on November 14th, 1928.

Further, that the pieces were late in shipment on account of having to be remade, the original pieces being damaged in the finishing process.

The Committee in replying stated that in the absence of any statement to the effect that damage to the original pieces was due to *force majeure* they were of opinion that the certificate in question did not come within the usual interpretation of the term *force majeure.* They, however, suggested that the member might inquire of the Huddersfield Chamber whether the damage referred to in the certificate was due to *force majeure.*

## WEIGHT OF IMPORTED BLEACHED YARN.

Towards the end of October 1929 an importer requested the Committee to favour him with their views as to what was usually recognised as the exact weight of two-fold bleached yarn that a buyer would ordinarily receive under a contract which stipulated 10 lbs. net in grey yarn.

The Committee in consultation with the Import Sub-Committee replied that in their opinion the matter was one for decision on the merits of each particular case by reference to survey or arbitration if necessary. In a general sense the Merchandise Marks Manual permitted a certain margin of excess in the described weight over the actual weight and although this Chamber would not definitely state that such allowances represented a definite trade custom they did express the degree of variation within which a description was not false and to that extent might be considered as a general guide, subject to qualification by the circumstances that might exist in any special case.

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## MEASUREMENT OF LENGTH OF PIECE-GOODS.

An inquiry was received in July 1929 from the Maharashtra Chamber of Commerce as to what was the standard and correct method of measuring the length of a cloth piece. The Chamber stated that as regards sections 47 and 48 of the Merchandise Marks Manual they had been informed that the method described therein had reference only to the measurement of the width of a cloth piece and not to its length. The Chamber asked for information on this point also.

After referring the matter to the Import Sub-Committee the Committee informed the Maharashtra Chamber of Commerce that they understood that the usual method of testing

a piece of cloth for length was to measure it along the selvedge with a yard stick.

In regard to the second inquiry, the Committee pointed out that paragraph 47 of the Merchandise Marks Manual laid down that in testing for length the measurement should be made along the selvedge. That paragraph and the next also referred to the methods of taking measurements for width when such measurements were likely to affect the length and *vice versa*.

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## DIRECT AND INDIRECT MEANS OF ASCERTAINING QUALITY OF GOODS BY FOREIGN BUYERS.

The Director-General of Commercial Intelligence and Statistics in September 1929 informed the Chamber that the League of Nations proposed to prepare for as many countries as possible a collection of all measures, whatever their nature or their direct aim, which helped to provide purchasers with suitable guarantees in respect of the quality of the goods acquired by them.

The Director-General asked to be furnished with full information as to any rules and regulations framed by the Chamber or any facilities afforded by it which would come within certain categories defined by the League of Nations.

The Committee in replying to the Director-General stated that there were three or four ways in which this Chamber was of service to the trade in helping importers to make certain that the goods they received were of the quality that they ordered, *viz.* :—

(1) *Certificates of Health.*—In the case of Indian hides and skins exported to countries that require certificates to the effect that the hides come from a district where the animals are free from disease; the Chamber issues such certificates.

(2) *Certificates of Origin.*—In the case of Indian goods consigned to countries that demand certificates of origin for the goods, the Chamber issues such certificates.

(3) *Sampling of Consignments.*—The Chamber draws and seals samples from consignments of cotton, grain, seeds, tallow, etc., when asked to do so, in cases where sealed samples are required as proof of the quality of the goods shipped.

(4) *Arbitrations.*—The Chamber arbitrates for the purpose of settling commercial disputes and in that way may be said to safeguard the interests of buyers.

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## BRITISH SALESMANSHIP OVERSEAS.

The Federation of Chambers of Commerce of the British Empire in January 1929 requested to be favoured with the views of this Chamber as to the directions in which the marketing of British goods and services abroad might be improved, and indicating any weaknesses in present methods where they exist. The Federation also desired to know in what respects the Chamber was of opinion that the education of young men from England in salesmanship was deficient.

In replying the Committee put forward the following views :—

*Marketing of Goods.*—It appeared that most firms in England trading overseas were inclined to adopt an attitude of "take it or leave it" and were disinclined to study the requirements of individual markets sufficiently. While British makers had, no doubt, established a world-wide reputation for solidity, their goods were generally too costly (not too dear) ; the value of the goods was there, but if a buyer could not afford to pay the price asked he must either go without or look elsewhere and he generally was able to

find a substitute made by another country at his price and suitable for his purpose. British makers were prone to make their own standards as if they were actual buyers and not sellers, whereas Continental makers and suppliers were generally more willing to try and meet the Indian buyer's requirements.

*Quotations.*—British suppliers, generally speaking, preferred to quote F.O.B., packing extra, leaving the buyer to calculate what the goods would cost. The prices quoted should be as accurate as possible and should include all charges to the buyer's nearest port.

*Education for Salesmanship.*—A thorough understanding of the principles of salesmanship could be acquired only by those who had a natural aptitude for the work and who had obtained a complete practical knowledge of the article offered for sale, its manufacture, uses and values. The deficiency in the present-day salesman lay more in the question of this lack of practical knowledge than general school education. The study of languages was, however, a point of great importance, and residence in the country was essential for a salesman, in order that he might become fluent and so be able to discuss matters of intricate detail with buyers themselves, instead of through an Indian salesman or broker, whose knowledge of English for this purpose was, generally speaking, excellent.

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## INDIAN TRADE MISSION.

In a Resolution No. 1509*c*, dated 14th January 1928, the Government of India in the Department of Commerce decided, in accordance with the recommendation in paragraph 101 of the Report of the Indian Tariff Board (Cotton

Textile Industry Enquiry), to send a Trade Mission to certain countries in the Near East and in Africa to make a survey of their potentialities as markets for Indian cotton goods and to make recommendations for the encouragement of the export of cotton manufactures from India, including the appointment of Indian Trade Commissioners, where desirable. The Mission consisted of Dr. D. B. Meek, O.B.E., D.SC., Director-General of Commercial Intelligence and Statistics, Mr. T. Maloney, M.C., Secretary to the Bombay Millowners' Association, with Mr. Jeewandas P. Dutia as Commercial Adviser. The report of the Mission was published on the 27th December 1928, and was examined by a Special Sub-Committee of the Chamber consisting of Messrs. H. H. Sawyer, L. A. Halsall and P. Barker. The Report of the Special Sub-Committee will be printed for purposes of record in *Volume* II.

## LLOYD BARRAGE AND CANALS CONSTRUCTION SCHEME.

The Government of Bombay in February 1929 informed the Chamber that they proposed to hold a conference of Government Departments concerned and commercial bodies at the Council Hall, Bombay, for two or three consecutive mornings after the discussion for demands for grants at the ensuing session of the Legislative Council was over, to discuss the agricultural, transport and economic problems arising out of the Lloyd Barrage and Canals Construction scheme. Government inquired whether the Chamber was prepared to send a representative to attend the conference. The Committee nominated Mr. G. L. Winterbotham, M.L.C., to represent the Chamber. At this conference Mr. C. S. C. Harrison, the Chief Engineer, invited the advice and assistance of the commercial community in drawing attention

to points within their knowledge which might possibly have been overlooked by Government and he suggested the formation by Chambers of Commerce of Sub-Committees to deal with agriculture. In view of the importance of the scheme not only to Sind but to the Presidency and India as a whole, the Committee of the Chamber nominated a Standing Agricultural Sub-Committee to study the various problems connected with the scheme together with any other agricultural problems which might arise. The conclusions arrived at by this Sub-Committee were embodied in a letter to the Government of Bombay which will be reproduced in full in Volume II. The views of the Committee as expressed in this letter were summarised as follows :—The success of the Sukkur scheme and the future development of Sind would, in the opinion of the Committee, depend very largely on an adequate supply of funds and trained men being available from now onwards and they strongly endorsed the Karachi Chamber's representation urging the early appointment of the necessary personnel and the provision as soon as possible of a sum for agricultural research in Sind more commensurate with the importance of the revolution which the advent of the Lloyd Barrage scheme would introduce.

The following extract from a White Paper issued by the Government of Bombay in July 1929 gives a succinct history of the project and is reproduced here for purposes of record :—

The Province of Sind is situated beyond the reach of the south-west and the north-east monsoons, and in consequence its rainfall is slight and at all times fitful. Unlike the greater part of India therefore, the area of cultivation in Sind that depends upon the rainfall is insignificant. The river Indus, however, flows through the entire length of Sind, and for many generations water has been brought by a system of artificial canals and by branches of the river on to the land, and cultivation of a certain area thereby rendered possible. The supply

of water, being dependent upon the rise and fall of the Indus, therefore fluctuates, and whilst most of the large canals are regulated and the supply of water is reasonably assured, there can be no guarantee that water will be available at the season when the cultivator requires it.

(2) The British occupation of Sind took place in 1843. Twelve years later Lieutenant Fife submitted a report on the irrigation of Sind with proposals for a complete revision of the existing canal systems and the construction of new canals to supply almost the whole cultivable area. His right and left bank areas practically correspond to the right and left bank areas of the present project.

(3) With his proposals for the complete scheme Lieutenant Fife submitted a rough estimate of only one area—the Rohri-Hyderabad area—as he was best acquainted with it. The authorities in England returned these in 1857 because they were not based on accurate surveys, and authorized a minute survey of the whole of Sind. The Rohri-Hyderabad canal was surveyed and the project re-submitted in 1859, but remained in abeyance till 1867, when it was taken up again by Colonel Strachey, Inspector-General of Irrigation.

(4) The scheme for a Rohri-Hyderabad canal then underwent various vicissitudes, but no real progress was made till a committee was appointed in 1892. This committee considered that the perennial canals should be abandoned, but recommended the improvement of the existing canals and the early construction of the Jamrao weir and Jamrao canal. They did not take the right bank of the river into consideration. The committee's recommendations were accepted by the Bombay Government, but the latter were not prepared to abandon the principle of high level perennial canals entirely. As a result of the committee's report large sums were expended on improving the existing canals.

(5) The next body to study the case of Sind irrigation was the Irrigation Commission of 1901-03, but no practical proposals were put forward. Shortly afterwards however Dr. Summers, the Superintending Engineer, Indus left bank division, applied for permission to survey a feeder to the Dad canal from Rohri. Dr. Summers recognized that eventually a weir would be needed at Sukkur to supply his feeders as well as a similar canal on the right bank. He, however, considered that his own scheme would meet all requirements for many

years to come. Permission was granted, and it was subsequently extended so as to cover the whole of the present Rohri-Hyderabad canal area. In due course Dr. Summers submitted his preliminary plans and estimate, and in forwarding them to the Government of India the Bombay Government asked for sanction to prepare a scheme to comprise :—

1. A Barrage at Sukkur.
2. A right bank canal.
3. A Rohri-Hyderabad canal.
4. An Eastern Nara canal.

This proposal was generally approved by the Government of India and orders were issued accordingly in 1907. The complete scheme for a Barrage and canals was forwarded to the Government of India by the Bombay Government, who recommended to the Secretary of State that only the Barrage and Rohri canal should be constructed, the proposal for the Eastern Nara and the right bank canals being held back for further consideration. The Secretary of State placed the proposals before a committee of engineers in London in 1912 consisting of Colonel Sir J. Ottley and Messrs. Lionel Jacob, W. L. Cameron and A. L. Webb.

This committee was of opinion that such a project was not justified as a protective work for Sind and that it was not shown to be a productive work. Acting on the committee's advice the Secretary of State declined to sanction the execution of the scheme. The Government of Bombay did not however let the matter drop. Fresh investigations were undertaken and the conclusion was reached that, although it was difficult to prove any direct effect of the Punjab withdrawals on the river at Sukkur, there was reason to believe that these might have a prejudical effect at the beginning and end of the kharif irrigation season, and that there was good ground for holding that Sind ought to be protected from such a contingency by the construction of a Barrage. The Bombay Government was convinced of the fact that the existing conditions of cultivation and irrigation were not suited to the special circumstances of the country, and was aware that Sind was crying out for improvements and benefits of the kind which the Punjab and the United Provinces had long enjoyed. It

therefore put forward a rough outline of a revised scheme with the following changes from the one previously submitted, *viz.* :—

1. The inclusion of the right bank canal.
2. A new site for the Barrage below the gorge.
3. Possibly a new head to the Eastern Nara supply channel from the Barrage.

It submitted a rough forecast of the cost of the scheme as Rs. 1,120 lakhs and revenue as Rs. 63·5 lakhs with a net return of approximately 5·7 per cent. on the capital cost, and asked for the sanction of the Government of India to the preparation of detailed plans and estimates for a scheme on these lines. This sanction was accorded.

(6) In October 1915 an Executive Engineer was placed on special duty to revise the project, and in May 1916 he submitted a report and outline for the whole scheme. These proposals were approved, but owing to the war nothing could be done between May 1916 and June 1918 when the preparation of the present project was taken in hand.

(7) In 1918 Mr. C. M. Baker, I.C.S., Collector, and Mr. C. M. Lane, Executive Engineer, were placed on special duty to investigate the nature of the lands commanded and to make recommendations as to the intensive cultivation, the nature of crops and the duties to be adopted in designing the canals. Their report was submitted to Government in March 1919. Another Executive Engineer was simultaneously placed on special duty to design and estimate the cost of a complete scheme for a Barrage and canals. He submitted his scheme to Government through the Commissioner in Sind in July 1920. This project provided for a Barrage at a new site below the gorge at Sukkur (instead of above it, as in the original project) and for a system of perennial canals on both banks of the river. The estimate of the total cost was approximately 18¼ crores of rupees. The Government of Bombay submitted the scheme to the Government of India in July 1920 strongly recommending it for the sanction of the Secretary of State. The Government of India submitted it to the Secretary of State in December 1920, and the latter intimated his sanction to the technical and administrative sides of the project and the estimates for works in the House of Commons on the 2nd and 3rd August and in the House of Lords on 9th August 1921. The approval of the Secretary of State to the proposals of the Government of Bombay for

financing the work was given in 1922, and the approval to the project and permission to start construction were given by the Bombay Legislative Council in June 1923. (*Volume* II.)

## ROAD DEVELOPMENT IN INDIA.

(*See Reports*, 1926, *page* 164 ; 1927, *Vol. I, page* 201 ; 1928, *Vol. I, page* 6.)

At the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Cawnpore in December 1926 the following resolution, proposed by the Bombay Chamber, was carried unanimously :—

"That in view of the increasing use of motor vehicles of all descriptions in this country for commercial, industrial and private purposes this Association is of the opinion—

"1. That a Central Road Board should be created to advise upon and control a general road policy for the whole of India.

"2. That the import duty on motor vehicles should be reduced as soon as possible.

"3. That a special vehicle-tax should be levied in all provinces where necessary, the proceeds of which should be devoted exclusively to the improvement, maintenance and construction of roads and bridges."

Subsequently questions were asked in the Council of State by the Hon'ble Sir Arthur Froom and in the Assembly by Colonel Crawford, M.L.A., and finally at a meeting of the Council of State held on the 9th February 1927 the following Resolution on the subject of road development was unanimously adopted :—

"That this Council recommends to the Governor-General in Council to appoint a Committee, including members of both Houses of the Central Legislature, to examine the desirability of developing the road system of India, the means by which such development could be most suitably financed, and to consider the formation of a Central Road Board for the purpose of advising in regard to, and co-ordinating the policy in respect of, road development in India."

This recommendation was accepted and the Government of India, after consultation with Provincial Governments, appointed the Indian Road Development Committee to inquire into the matter. This Committee finally submitted their report in the latter part of 1928, and the Assembly accepted their main recommendation that an additional tax of 2 annas per gallon on motor spirit should be imposed for special allocation to Road Development.

The Committee of the Chamber in July 1929 in forwarding to Government their comments on certain paragraphs of the Road Development Committee's report, expressed a hope that in view of the Chamber's association with the movement from the start, the notes might be found useful to the Government of India when considering the nature of the instructions to be issued for the guidance of the permanent Committee which would be formed to deal with Road Development. The Committee requested that their comments might be laid on the table at the Conference of representatives from each Provincial Government, which it was understood would shortly assemble at Simla. They also requested that any criticism made on their representation might be duly conveyed to them after the Conference through the usual channels.

The following were the Committee's comments on the report of the Indian Road Development Committee :—

Page 18, para. 33. Roads and Agriculture.

The Committee heartily endorsed the remarks contained in this paragraph. In the Chamber's written evidence before the Royal Commission on Agriculture the importance of good roads to the cultivator from the point of view of marketing his produce was duly emphasized and the Committee were glad to observe the prominence given to road development in the Commission's report.

It was satisfactory to note that this view now met with general acceptance. Improved communications might be expected to assist in supplying to an increasing extent the needs of the home market and in combating the evil of famine prices in inaccessible districts. More and better roads would encourage agriculture which with the employment of scientific methods and modern machinery would diminish the necessity for the increasing imports of foodstuffs (e.g., sugar, wheat and rice) which had been a somewhat disquieting feature of recent trade returns.

Attention was drawn to the pertinent remarks of Prof. G. B. Jathar and Prof. S. G. Beri on the value of roads from the agricultural point of view at page 241 of Vol. II of their work entitled "Indian Economics."

Para. 34. Social and Political Progress.

The Committee agreed that the social and political effects of good communications were no less important than the economic.

Pages 19 & 20, paras. 35 & 36, Roads and Railway,

The Committee were of opinion that the interdependence of roads and railways was well brought out in these paragraphs. They agreed that the orderly development of all communications should proceed together and that it would appear that at the present stage the development of railways had outstripped that of roads. It was desirable therefore that the latter should make up leeway and this could be done to the advantage, and not at the expense, of the railways. In general new roads should be constructed to fill in the wide mesh of the Indian railway system and should not run parallel to the railways except when approaching a bridge which in the interests of economy might frequently be built to carry both forms of transport.

The Committee referred to the Railway Board's memorandum, in which it was stated that railways in India had always felt the lack of roads to feed them, and to "Indian Economics," Vol. II, which contained an impartial view of the respective roles of rail and road transport.

The Committee agreed that road development in India was passing beyond the financial capacity of local Governments and local bodies and might to some extent, be a proper charge on central revenues. The Government of India were deriving a considerably greater revenue from the import and excise duties on motor spirit than they anticipated, and in this connection the Committee commended to Government's serious attention the Hon'ble Mr. Harper's thoughtful speech in the Council of State on 30th March 1929. Mr. Harper suggested *inter alia* that the time had come to consider whether motor transport was not being called upon to pay rather more than its due share towards the general revenues of the country and whether it would not be possible to indicate a maximum figure, if necessary, for a specified period of years, at which Government would be prepared to limit the appropriation of excise duty and import duty for general expenditure any surplus receipts over that figure being credited to the Road Development Fund.

Pages 32 & 33, paras. 57 & 59. Government of India and Road Development.

In March 1923 the Bombay Government undertook to take steps gradually to abolish tolls on provincial roads and in evidence before the Indian Taxation Enquiry Committee the Chamber stated that this policy had its support. It was noted that local bodies in Madras derived a revenue of Rs. 11 lakhs from tolls but these were resented as being a harassment to traffic of all kinds and the Committee agreed that they should be everywhere replaced by some form of taxation less vexatious to road transport. As recommended by both the main Committee and the touring Sub-Committee an exception might be made in the case of bridges which were in the nature of a special facility that could not otherwise be provided.

Pages 35 & 52, paras. 63, 94 and 95, (Sub-Committee's) report—page 77, para 21. Taxation on Motor Transport —Tolls.

This paragraph dealt with proposals for additional taxation on motor transport:—

Page 37, para. 65, Import Duties on Motor Vehicles and Accessories.

(1) Import duties on motor vehicles, spare parts, etc., must be continued, but the possibility of reducing them, or at least of

earmarking a proportion of the proceeds for road development should not be lost sight of.

Import and Excise Duties on Motor Spirit.

(2) The Committee were in favour of the additional duty on motor spirit of two annas per gallon, the proceeds of which were to be credited to the road fund.

In this connection it appeared to the Committee to be significant that whereas three years ago the proposal to create a road fund was coldly received by Indians who considered that education had a prior claim, it now had their support as evidenced by the voting on the increased petrol tax in the Legislative Assembly. Indian public opinion had come to realise that improved transport facilities must result in an irresistible demand for education and, indeed, for a higher standard of living generally.

Octroi.

(3) This Chamber had repeatedly expressed its strong disapproval of octroi and terminal taxes and recorded its opinion that no taxes of this sort should be levied on motor transport.

Pages 45 & 46, paras. 81 & 82. Vehicle Taxation.

(4) The Committee agreed that provincial vehicle taxation was a source of revenue for road development which might with advantage be explored and that it should be uniform throughout India and a system of reciprocal exemptions should be arranged so that each vehicle should be taxed only at the place of registration.

Page 46, para. 83. Licenses.

(5) License fees for vehicles plying for hire might be included in a well-balanced scheme of additional taxation on motor transport for purposes of road development:—

(6) *Vide Supra*—Tolls.

(7) Fees for registration and for drivers' licenses should only cover the cost of administration.

Pages 41 & 42, paras. 74 & 75. (Touring Sub-Committee's report—pages 66, 67 & 68, para. 5.) Apportionment of Road Fund among Provinces.

Both the main Committee and the touring Sub-Committee agreed as to the necessity of determining in advance by means of a fixed formula the share which each province would get from the Central Road Development Fund in order to enable provinces to map out road programmes ahead. The Committee agreed that this was essential in the interests of a comprehensive scheme of road development, and the retention of a substantial reserve with the Government of India which would be available for special grants, appeared to them a wise precaution.

Page 43, paras. 76 & 77. (Touring Sub-Committee's report, page 69, para. 6.) Central Control.

The Committee felt that the principle enunciated in these paragraphs should command general acceptance. They were impressed with the danger of the Road Fund being frittered away in minor undertakings and they considered that the Central Government should use its power of control to insist on each province drawing up really comprehensive five-year programmes of road construction to be kept quite distinct from ordinary road construction as hitherto carried on. They regarded it as most important to ensure that the Road Fund was employed as additional expenditure and not to replace normal provincial expenditure on roads which in future might be increasingly devoted to village roads.

Pages 46 & 47, paras. 84 & 85. (Touring Sub-Committee's report pages 69 & 170, para. 7.) Loans.

On the subject of loans the Committee again found themselves in agreement with the views expressed by the Hon'ble Mr. Harper in his speech before alluded to Mr. Harper showed the futility of attempting to finance direct expenditure on roads from the proceeds of the additional tax on motor spirit and asked that the touring Sub-Committee's suggestion which was rejected by the main Committee should receive further consideration. The Committee did not suggest that the additional taxation should be used as security for a road development loan but merely that the proceeds should be made available to provide for the interest and sinking fund of such a loan which would be borrowed

in the ordinary way on the security of the revenues of India. If, however, a central road development loan was not acceptable the Committee were strongly of the opinion that so far at any rate as this Presidency was concerned, the provincial share of the additional tax on motor spirit should be earmarked for the service of the interest and sinking fund of a provincial loan, and they accorded their support to the Sub-Committee's proposal for the constitution of a statutory Road Fund for this purpose.

It had been suggested from an authoritative quarter that as an alternative to the above proposal the petrol tax should be used as a guarantee for the maintenance of new roads which might otherwise become a source of financial embarrassment when provinces were called upon to draw up a programme of road development over a period of years. The suggestion appeared to merit further examination, and it would mean, of course, that either a Central Government Loan or a number of provincial Government Loans would have to be raised and interest paid either from general revenues or other forms of taxation. As the increased prosperity of the country would largely depend on improved road communications, it was felt that Government should not be deterred by this additional claim on their resources. The above proposal might be modified to some extent by using half the Petrol Tax as a guarantee for maintenance, the other half being earmarked for the interest on a Road Loan, but this would mean a restricted road development programme. Another means of raising funds would be by Premium Road Bonds, and the Committee recommended that this additional means of inducing the public to increase their interest in Government securities should be very carefully explored.

In this connection it was noted that in England the Road Improvement Association had suggested that £10 million sterling should be spent annually upon road improvement and development over and above the existing expenditure for road maintenance. The scheme did not involve an increase in taxation and briefly the proposal was as follows :—

Local Authorities had powers to raise loans for road work, and it was proposed that a fuller employment of these facilities should be utilized. The Ministry of Transport would authorize schemes of road

improvement which would involve the actual expenditure of £10 millions in the course of each year. The Local Authorities concerned would then proceed to raise the money in the ordinary way, repayable over the usual loan periods and the Government would undertake to pay 75 per cent. of the annual charges for interest and redemption of the loans and the balance of 25 per cent. would be borne by the Local Authorities. The cost to the Ministry of Transport would be about £500,000 annually for every £10 millions raised:

Page 51, para. 91. (Touring Sub-Committee's report, page 78, para 24.) Contributions by Railways.

The Committee was of the opinion that it was a matter for consideration whether the railways might not legitimately be asked to contribute towards the construction and maintenance of feeder roads which brought traffic to their stations and that the law should, if necessary, be amended to enable them to do so. It was suggested that as the Devolution Rules might also require amendment this point might be brought to the notice of the Indian Statutory Commission.

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## BOMBAY DEVELOPMENT DEPARTMENT.

### Industrial Housing Scheme.

(*See Reports*, 1926, *Vol. I*, *p.* 324; 1927, *Vol. I.*, *p.* 224).

The Development Department notified in March 1929 that with effect from the 1st April 1929, Government had further reduced the rents of the rooms in the Development Department chawls at DeLisle Road and had sanctioned a flat rate of Rs. 8 per room per month for rooms let singly on all floors.

Re. 1 extra would, however, continue to be charged, as previously, for certain corner rooms.

The reduction amounted to Rs. 1-8 per room per month on ground, first and second floors and Re. 1 for rooms on top floors.

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## BOMBAY DEVELOPMENT DEPARTMENT.

### Special Advisory Committee—Suburban Schemes.

(*See Reports*, 1927, *Vol. I.*, *page* 222 ; 1928, *Vol. I.*, *page* 4.)

Early in January 1929 the Report of the Special Advisory Committee on the Suburban Schemes of the Development Department was issued. The Advisory Committee recommended that the only development operations required at the moment in the suburbs were the continuation of road-making at Khar and judicious extensions of the Salsette Water Supply Scheme. That road-making in the Andheri sector of Sahar should be restricted to what was required for the disposal of surplus land already acquired. Further, that in future the development of the suburbs should preferably be carried out by other methods than the acquisition of lands by Government, for example, by town-planning schemes.

The Advisory Committee also recommended that in addition to the existing annual subsidy of Rs. 7·50 lakhs and in addition to the provision made by opening revenue accounts for Suburban Scheme No. 21 (Ambarnath Water Supply) and Suburban Scheme No. 23 (Ambarnath Electric Supply) an annual subsidy of Rs. 3·57 lakhs should be provided from provincial revenues to maintain the solvency of the Suburban Schemes of the Development Department.

The Advisory Committee made certain minor recommendations in regard to the method of dealing with the establishment and general charges of the Department.

The Government of Bombay in a Press Note, dated 23rd March 1929, stated that the detailed recommendations of the Committee in regard to the various schemes were under the consideration of Government. In the meantime, its recommendation for an increase in the subsidy granted from provincial revenues to meet the estimated losses on the Suburban Schemes had been given effect to in the budget for the year 1929-30.

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## INDIAN CINEMATOGRAPH COMMITTEE.

(*See Report*, 1927, *Vol. I*, *page* 240).

As was noted in the Report for 1927 the Committee of the Chamber in addressing the Government of Bombay on the questionnaire issued by the Indian Cinematograph Committee stated that no members of the Chamber were interested in the cinema industry or in the production of films and they were unable to obtain any expert opinion to lay before the Committee. The Committee did not therefore submit replies to the questionnaire nor did they depute a representative to give oral evidence. They were, however, strongly of opinion that an increased use of the cinema should be made by Government and other agencies for educational purposes in schools and for adult education in agriculture, public health, etc. The Committee drew the attention of Government to their evidence before the Royal Commission on Agriculture where they suggested that Government should provide a cinematograph outfit and show agricultural machinery working under Indian conditions and that an officer having a wide knowledge of the problems presented by irrigation, tillage, etc., in different parts of India should accompany the cinematograph and lecture to the farmers.

In May 1929 the Government of Bombay forwarded to the Chamber a copy of a letter they had received from the Government of India on the subject of the development of the Cinema Industry and requested the views of the Chamber on the general question and in particular on two points, (*a*) the creation of a Central Bureau with an Advisory Committee under the control of the Government of India and (*b*) in what way it would be possible for the local Government to co-operate with the Government of India in maintaining a Central Bureau, if established. The question was referred to Mr. J. C. K. Peterson, O.I.E., and Mr. D. S. Burn, who prepared a draft letter in terms of which the Committee addressed the Government of Bombay.

In regard to the proposed establishment of a Central Bureau the Committee stated that as they understood the proposal the intention was to create a Bureau in connection with the Film Industry of much the same nature as the State theatres or State opera houses, maintained in certain European countries, the object being that the Central Bureau should provide the Film Industry in this country with the assistance which it required on the purely technical and artistic side of its work and also in business organization generally and the marketing of its products. The Committee considered this to be a far-reaching proposal and it seemed to them that it was open to the primary objection that no such efforts had yet been made to organize or assist the development of either the Indian theatre or Indian music and that either of these as educative agencies might well be preferred to the Cinema Industry. In their opinion it was impossible to create any Government organization which could successfully organize or control an art of this nature unless Government were prepared to spend very large sums in the actual production of films which would be the only

real way of training the artists and operators. The State theatres of France, Italy and Germany could not have existed without such continued productions which have cost very large sums in subsidies. It would be a different matter if the proposal were one for the actual manufacture of the machinery or the films used in the production of cinema films but it was not apparently intended that the proposed Bureau should in any way assist in this direction. It would also seem to be impossible to combine successfully in such a body the artistic, technical and business control of the industry and in the opinion of the Committee this was a matter that must, as in all other countries and industries, be left to private enterprise and private competition. It was sufficiently established in the report that the industry was at the moment in a very unsatisfactory condition from the financial point of view and that condition was not likely to be improved by the imposition of taxation having as its object the establishment of a Bureau of this nature. Apart from this, the Chamber was emphatically of opinion that in the existing backward condition of India with regard to public health, sanitation and education public money should not be spent on what was after all essentially a luxury trade.

Apart from these considerations the Committee were of opinion that the present was not the time for the institution of such a Bureau. The Film Industry was passing through a very important stage of its development. The possibility of three dimensional films and the introduction of talking films might revolutionize the industry in a few years and any steps that might be taken now might shortly be completely out of date from a technical point of view.

For all these reasons the Chamber was distinctly opposed to the establishment of a Central Bureau such as that suggested

in Chapter III of the Report of the Indian Cinematograph Committee or the expenditure of public money for this purpose. In its opinion the proper function of Government in regard to this industry was the application of a reasonable censorship on the public exhibition of films and the provision of adequate rules and regulations for the safety and security of the buildings in which they were exhibited. The rest should, in its opinion, be left to private enterprise which would probably supply the existing demand more rapidly without such a Central Bureau than with one.

The Committee readily admitted that the institution of a department such as the Canadian Motion Picture Bureau might be of great advantage to India. The principal object of the Bureau was to advertise the resources, life and conditions, basic, industries, scenic, tourist, and other attractions and trade and settlement opportunities of Canada and to prepare scientific, technical and other special educational types of films required by the departments of the Federal Government and the Railways and Steamship lines. The Committee thought that much could be done in the way of educating the people of the country in agriculture, sanitation, public health, cottage industries, etc., by the use of industrial films and that it would also be possible to use these to a very great extent to popularize the Indian railways. They were strongly in favour of extensive propaganda on these lines and this could be done most effectively with the financial support of the Government who should co-ordinate the efforts of Corporations, Municipalities and other public bodies. A certain amount had been done in this direction by the G. I. P. Railway and the North-Western Railway and also, it was understood by the Madras Government through its Agricultural Department by means of demonstration lorries. The Committee added that

there had been no co-ordinated policy and an extensive campaign could only be launched on economical lines if the scheme was centralised.

## GOVERNMENT COMPETITION WITH PRIVATE ENTERPRISE.

### Jail Labour in Bombay Presidency.

(*See Reports*, 1923, *Vol. I*, *page* 17 ; 1924, *Vol. I*, *page* 58 ; 1925, *Vol. I*, *page* 311 ; 1926, *Vol. I*, *page* 325 ; 1927, *Vol. I*, *page* 231).

As was noted in the Chamber's Report for 1926, the Government of Bombay in July that year appointed a Committee to investigate the question of the reorganisation of the Jail Industries in the Bombay Presidency. The Committee consisted of Mr. G. A. Thomas, C.I.E., I.C.S., Chairman ; Lt -Col. J. H. Murray, C.I.E., I.M.S. ; Messrs. F. C. Griffith, C.S.I., C.B.E. ; J. J. Watson ; W. M. Schutte, A.M.I.M.E., members, and I. H. Taunton, I.C.S., Secretary. The Committee submitted its report to Government in October 1926 but the report does not appear to have been published. The Bombay Government's orders on the Committee's recommendations were published in the press on the 5th April 1929.

In addressing the Government of Bombay on the subject the Committee of the Chamber expressed their regret that Government did not see its way to forward to the Chamber a copy of their orders on the report nor to make the report itself available for publication.

The Committee stated that a reference to paragraph 11 of the report would show that the representative of the Chamber, in giving evidence before the Jail Industries Committee,

requested that the Chamber might be afforded an opportunity of expressing an opinion on the proposals of Government when they took final shape, and the Jail Industries Committee recommended that this should be done. The Chamber had not, however, been consulted by Government who had meanwhile accepted recommendation No. 5 for installing a weaving plant of 50 looms (with room for extension) together with a dyeing plant in Nasik Jail, but had not accepted recommendation No. 4 restricting the disposal of goods produced by power-driven machinery to Government departments and public bodies. The Committee added that they were strongly opposed to Government's decision in regard to the latter recommendation and asked to be furnished with their reasons for differing from the Jail Industries Committee, who recognized that regard must be paid to public and commercial opinion on this subject. The Committee considered this a matter of far-reaching importance on which they were not content to be ignored.

In replying to the Chamber's representation the Government of Bombay expressed regret that the Chamber was not consulted in regard to the question of the reorganization of Jail Industries. They explained, however, that the question of the disposal of jail-made goods produced by power-driven machinery only to Government servants and public bodies and not by private sale was fully considered by Government. As the quantity of the surplus goods in question, after satisfying the requirements of the consuming departments and public bodies, would be too small to compete with private industry, Government did not think it necessary to restrict the sale thereof to Government Departments and public bodies, but they specifically directed in their Resolution on the subject, that orders from the public should not be carried out while work for Government or

local bodies was on hand, and that the prices of the surplus goods for sale to the public should be fixed so as not to compete with the ordinary market. Government pointed out that there had been no deviation from the principle enunciated by them in 1924, *viz.*, that it is both the policy and practice of Government not to compete with private enterprise, and they asked to be favoured with the opinion of the Committee whether, in view of the above remarks, there was any objection to the procedure in question.

In reply the Committee pointed out that the reasons advanced by Government for not confining sales of machine-made jail goods to Government Departments really constituted a strong argument the other way ; it was not clear to the Committee why Government should hesitate to accept the recommendations of the Jail Industries Committee if the surplus quantity was so small. In the opinion of the Chamber it was advisable that the sales of such articles should be restricted to Government Departments and public bodies as a safeguard against possible abuse of Government's wishes and policy.

At the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held at Bombay on the 16th and 17th December 1929, the following resolution was adopted unanimously :—

"This Association desires to record its regret and disappointment in that the Government of India's recommendations to local Governments relating to State interference with private enterprise would seem in some cases, to be disregarded ; and the Association further desires to call attention to and to protest against, the departure by the Government of India itself from its own expressed principles and instructions by permitting the Railway Board to compete with private enterprise by offering a large quantity of slack coal for public sale."

## GOVERNMENT COMPETITION WITH PRIVATE ENTERPRISE.

### DEVELOPMENT DEPARTMENT WORKSHOPS.

(*See Report*, 1928, *Vol. I, page* 258.)

It was noted in the Chamber's Report for 1928, that the Committee had addressed the Government of Bombay in connection with a notice that appeared in the Press intimating that repairs to machinery and mechanical repairs of all kinds were undertaken in the Development Department Workshops, Marine Lines, at reasonable charges. The Committee stated that they were strongly of the opinion that Government Workshops should not enter into competition with private enterprise and they referred Government to their previous correspondence in connection with the workshops at Dapuri.

The Government of Bombay on the 8th March 1929 informed the Chamber that they had issued orders prohibiting the acceptance of outside work at the workshop pertaining to the Back Bay Reclamation Scheme, Marine Lines.

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## TRADE MARK REGISTERS KEPT BY CHAMBERS OF COMMERCE.

The Punjab Chamber of Commerce in January 1929 suggested to the Associated Chambers of Commerce of India and Ceylon the desirability of the latter issuing periodically a combined list of trade marks registered with each Chamber for the information of merchants and Chambers.

The Associated Chambers in forwarding a copy of the Punjab Chamber's letter to this Chamber inquired (1) whether

a register of trade marks was kept by the Chamber and (2) whether the Committee were in favour of the proposal of the Punjab Chamber.

In replying, the Committee stated that this Chamber did not maintain a register of trade marks nor were they in favour of the Association issuing periodically a combined list of trade marks registered with those Chambers that did maintain registers.

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## IMPERIAL EDUCATION.

The Associated Chambers of Commerce of India and Ceylon informed the Chamber in October 1929 that the Association had been supplied by the Federation of Chambers of Commerce of the British Empire with a copy of a textbook entitled "The British Empire since 1783 " by Professors A.P. Newton and J. Ewing, published by Messrs. Methuen & Co., Ld., at the price of 5*s*. It was stated that the textbook had been prepared for use in schools with the object of setting out in summary form the history, geography and resources of the Empire and it was published under the ægis of the Imperial Studies Committee.

The Federation requested that the book might be brought to the notice of the Secretary for Education in India and emphasised the importance of impressing upon the younger generation the idea that the British Empire constituted a unit and, consequently of studying its history, geography and resources as a whole. The Association added that the attention of the Secretary to the Government of India, Department of Education, Health and Lands, had been called to the textbook and, since education was a transferred subject, it was thought advisable to bring it to the notice of individual

Chambers in case they saw fit to approach the Provincial Ministers on the subject.

The Committee accordingly brought the textbook to the notice of the Minister for Education, Bombay, and the Director of Public Instruction, Bombay Presidency, in case it might be considered suitable for use in any of the schools in the Bombay Presidency.

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## EXHIBITIONS AND FAIRS.

Papers in connection with the following exhibitions and fairs were received during the year under review and were placed at the disposal of members :—

1. Milan International Sample Fair, 12th to 27th April 1929.
2. Swiss Industries Fair, 13th to 23rd April 1929.
3. Paris Fair, 11th to 26th May 1929.
4. Antwerp International Exhibition, April to October 1930.
5. Bankers' Exposition, New York, 22nd to 24th May 1929.
6. Tanganyika Agricultural and Industrial Exhibition, Dar-es-Salaam, 2nd to 6th September 1929.
7. Seventh International Aero Exhibition, Olympia, Kensington, London, July 16th to 27th, 1929.
8. Fifteenth International Cycle and Motor Cycle Show, Olympia, Kensington, London, November 30th to December 7th, 1929.

9. Shipping, Engineering and Machinery Exhibition in conjunction with the International Motor Boat and Marine Motor Exhibition, Olympia, Kensington, London, September 12th—28th, 1929.

10. Twenty-third International Motor Exhibition, Olympia, Kensington, London, October 17th to 26th, 1929.

11. Ninth International Commercial Motor Transport Exhibition, Olympia, London, November 7th to 16th, 1929.

12. Thirty-fifth Chemists Exhibition, London, June 17th to 21st, 1929.

13. Fourth Annual Dairy Industries Exposition, Toronto, Canada. October 1929.

14. Prague International Samples Fair, 1st to 8th September 1929.

15. The Swadeshi Bazar and Industrial Exhibition, Poona City, September—October 1929.

16. The International Fair, Salonica, 15th—30th September 1929.

17. The Leipzig International Fair, 2nd—8th March 1930.

18. All-India Dasara Exhibition, Mysore, Bangalore, October 1929.

19. British Empire Trade Exhibition, Buenos Aires, February—April 1931.

20. The International Fair Exhibition, Nice, 6th to 23rd February 1930.

21. The British Industries Fair, London and Birmingham, 17th to 28th February 1930.

22. International Exhibition, Colonial, Maritime and Flemish Art, Antwerp, 1930.

23. Liège International Exhibition, 1930.

24. International Exposition of American Import Trade, New York City, August 1930.

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## LIST OF ACTS AFFECTING COMMERCE AND INDUSTRY PASSED BY THE INDIAN LEGISLATURE DURING THE YEAR 1929.

### *Central Legislature.*

I. Indian Limitation (Amendment).

II. Presidency Towns Insolvency (Amendment).

IV. Indian Tariff (Amendment).

V. Workmen's Compensation (Amendment).

VI. Indian Finance.

VII. Trade Disputes.

VIII. Indian Soft Coke Cess.

IX. Indian Boilers (Amendment).

X. Indian Census.

XII. Indian Income-tax (Provident Funds Relief).

XIV. Indian Cotton Cess (Amendment).

XX. Transfer of Property (Amendment).

XXI. Transfer of Property (Amendment) Supplementary.

*Bombay Legislative Council.*

I. Indian Stamp (Bombay Amendment).

II. Court Fees (Bombay Amendment).

V. Indian Registration (Bombay Amendment).

VII. Bombay Maternity Benefit.

VIII. Bombay Prevention of Intimidation.

X. Bombay Smoke Nuisances (Amendment).

XVI. Bombay Port Trust (Amendment).

XVII. Presidency Area (Emergency) Security.

## COAL.

*Imports of Coal into Bombay by Sea and Rail.*

The following return of the imports of Coal into Bombay by Sea and Rail in the years 1923 to 1929 is printed for the information of members:—

| From | 1923. | 1924. | 1925. | 1926. | 1927. | 1928. | 1929. |
|---|---|---|---|---|---|---|---|
| *By Sea.* | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. | Tons. |
| Europe .. .. .. | 93,513 | 58,489 | 52,970 | 4,970 | 33,474 | 21,685 | 15, 331 |
| Australia .. .. .. | 25,963 | 12,359 | 8,675 | 7,033 | 7,421 | 4,970 | 734 |
| Japan .. .. .. | 1,488 | 2,197 | 7,090 | 7,432 | 5,926 | .. | 508 |
| Africa .. .. . | 294,776 | 211,639 | 227,597 | 122,423 | 145,558 | 113,987 | 135,790 |
| Other Foreign Countries. | .. | 1,267 | 130 | 133 | 320 | 109 | 1,057 |
| Calcutta .. .. .. | 96,515 | 209,909 | 195,779 | 325,333 | 355,744 | 268,780 | 383,746 |
| Total—By Sea .. | 512,250 | 495,860 | 492,231 | 467,324 | 548,043 | 414,531 | 537,766 |
| Total—By Rail .. | 210,610 | 186,346 | 90,746 | 101,985 | 123,965 | 66,790 | 52,858 |
| Grand Total .. | 722,860 | 682,206 | 582,977 | 569,309 | 672,008 | 481,321 | 590,604 |

## WHEAT.

The total area reported for the season 1928-29 was 32,011,000 acres as against 32,193,000 acres the previous year or a decrease of 182,000 acres or 1 per cent. The total yield of the crop was estimated at 8,507,000 tons as compared with 7,791,000 tons the previous year or an increase of 716,000 tons or 9 per cent.

The following figures show the Total Acreage and Outturn of Wheat in each official year from 1888-89 to 1928-29 :—

| Years. | Area (in thousand Acres.) | Outturn (in thousand Tons) |
|---|---|---|
| 1888-89 | 25,912 | 6,362 |
| 1889-90 | 24,773 | 6,123 |
| 1890-91 | 26,576 | 6,876 |
| 1891-92 | 27,033 | 6,094 |
| 1892-93 | 27,759 | 7,649 |
| 1893-94 | 28,717 | 7,269 |
| 1894-95 | 28,422 | 6,999 |
| 1895-96 | 24,071 | 5,380 |
| 1896-97 | 20,580 | 5,363 |
| 1897-98 | 24,538 | 7,208 |
| 1898-99 | 25,370 | 6,838 |
| 1899-1900 | 18,688 | 5,357 |
| 1900-01 | 23,868 | 7,094 |
| 1901-02 | 23,446 | 6,091 |
| 1902-03 | 23,433 | 7,971 |
| 1903-04 | 28,413 | 9,641 |
| 1904-05 | 28,470 | 7,582 |
| 1905-06 | 26,296 | 8,579 |
| 1906-07 | 28,536 | 8,159 |
| 1907-08 | 22,806 | 6,104 |
| 1908-09 | 26,068 | 7,598 |
| 1909-10 | 28,018 | 9,591 |
| 1910-11 | 30,490 | 10,041 |
| 1911-12 | 31,141 | 9,925 |
| 1912-13 | 29,524 | 9,715 |
| 1913-14 | 28,475 | 8,358 |
| 1914-15 | 32,475 | 10,091 |
| 1915-16 | 30,320 | 8,652 |
| 1916-17 | 32,940 | 10,234 |
| 1917-18 | 35,487 | 9,922 |
| 1918-19 | 23,798 | 7,508 |
| 1919-20 | 29,949 | 10,122 |
| 1920-21 | 25,783 | 6,706 |
| 1921-22 | 28,207 | 9,830 |
| 1922-23 | 30,844 | 9,982 |
| 1923-24 | 31,181 | 9,660 |
| 1924-25 | 31,774 | 8,866 |
| 1925-26 | 30,471 | 8,696 |
| 1926-27 | 31,303 | 8,973 |
| 1927-28 | 32,193 | 7,791 |
| 1928-29* | 32,011 | 8,507 |

* Subject to revision.

Estimate of the Wheat Crop of the Season of 1928-29. Share of each Province and State of Area and yield for 1927-28 and 1928-29.

( 000's omitted )

| Provinces and States. | Area | | | Yield. | | | Increase or Decrease in the Current Year over. | | | | Yield per Acre. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | Area. | | Yield. | | | |
| | Current Year 1928-29 | Previous Year 1927-28 | Average of preceding 5 Years. | Current Year 1928-29 | Previous Year 1927-28 | Average of preceding 5 Years | Previous Year 1927-28. | Average of Preceding 5 Years. | Previous Year 1927-28. | Average of Preceding 5 Years | 1928-29. | 1927-28. |
| | Acres. | Acres. | Acres. | Tons. | Tons. | Tons. | Per cent. | Per cent. | Per cent. | Per cent. | lbs. | lbs. |
| *British Provinces.* | | | | | | | | | | | | |
| Punjab | 9,969 | 9,024 | 9,562 | 3,069 | 2,343 | 3,047 | +10·5 | + 4·3 | +31·0 | + 0·7 | 689 | 581 |
| United Provinces | 7,112 | 7,467 | 7,035 | 2,480 | 2,361 | 2,484 | — 4·8 | + 1·1 | + 5·0 | — 0·2 | 781 | 708 |
| Central Provinces and Berar | 3,184 | 3,664 | 3,370 | 515 | 591 | 862 | —13·1 | — 5·5 | —12·9 | — 40·3 | 362 | 361 |
| Bombay | 2,056 | 1,875 | 1,771 | 406 | 395 | 333 | + 9·7 | +16·1 | + 2·8 | + 20·1 | 442 | 471 |
| Bihar and Orissa | 1,212 | 1,199 | 1,263 | 513 | 418 | 472 | + 1·1 | + 0·7 | +22·7 | + 8·7 | 948 | 781 |
| North-West Frontier Province | 1,068 | 993 | 1,061 | 230 | 161 | 253 | + 7·6 | + 0·7 | +42·9 | — 9·1 | 482 | 363 |
| Bengal | 123 | 107 | 126 | 32 | 22 | 27 | +15·0 | — 2·4 | +45·5 | + 18·5 | 583 | 461 |
| Delhi | 51 | 52 | 52 | 8 | 19 | 19 | — 1·9 | — 1·9 | —57·9 | — 57·9 | 351 | 818 |
| Ajmer-Merwara | 31 | 39 | 20 | 8 | 15 | 5 | —20·5 | +55·0 | —46·7 | + 60·0 | 578 | 862 |
| Total British Provinces. | 24,806 | 24,420 | 24,200 | 7,261 | 6,325 | 7,507 | + 1·6 | + 2·5 | +14·8 | — 3·3 | 655 | 580 |
| *Indian States* | | | | | | | | | | | | |
| Punjab States | 1,330 | 1,280 | 1,269 | 354 | 421 | 477 | + 3·9 | + 4·8 | —15·9 | — 25·8 | 596 | 736 |
| United Provinces State (Rampur) | 106 | 121 | 107 | 38 | 33 | 28 | —12·4 | — 0·9 | +15·2 | + 35·7 | 803 | 610 |
| Central Provinces States | 126 | 122 | 103 | 26 | 28 | 24 | + 3·3 | +22·3 | — 7·1 | + 8·3 | 462 | 514 |
| Bombay States | 445 | 505 | 344 | 93 | 201 | 104 | —11·9 | +29·4 | —53·7 | — 10·6 | 468 | 891 |
| Central Indian States | 1,889 | 2,006 | 1,885 | 276 | 277 | 395 | — 5·8 | + 0·2 | — 0·4 | — 30·1 | 327 | 309 |
| Gwalior State | 1,021 | 1,458 | 1,431 | 193 | 165 | 316 | —30·0 | —28·7 | +17·0 | — 38·9 | 423 | 253 |
| Rajputana States | 1,095 | 1,134 | 980 | 192 | 238 | 235 | — 3·4 | +11·7 | —19·3 | — 18·3 | 393 | 470 |
| Hyderabad State | 1,102 | 1,058 | 800 | 62 | 82 | 65 | + 4·2 | +37·7 | —24·4 | — 4·6 | 126 | 174 |
| Baroda State | 88 | 86 | 59 | 11 | 21 | 19 | + 2·3 | +49·2 | —47·6 | — 42·1 | 280 | 547 |
| Mysore State | 3 | 3 | 3 | 1 | (a) | (b) | .. | .. | .. | .. | 448 | 373 |
| Total Indian States | 7,205 | 7,773 | 6,981 | 1,246 | 1,466 | 1,663 | — 7·3 | + 3·2 | —15·0 | — 25·1 | 387 | 422 |
| Grand Total | 32,011 | 32,193 | 31,181 | 8,507 | 7,791 | 9,170 | — 0·6 | + 2·7 | + 9·2 | — 7·2 | 595 | 542 |

(a) About 500 tons. (b) About 400 tons.

The fluctuations in the Total Exports of Wheat from India to Foreign Countries during the last 48 years are shown below :—

(1881-82 to 1927-28).

| Years. | Tons. | Rs. | Years. | Tons. | Rs. |
|---|---|---|---|---|---|
| 1881-82 | 995,050 | 8,62,00,618 | 1905-06 | 939,523 | 8,53,43,996 |
| 1882-83 | 709,688 | 6,08,88,136 | 1906-07 | 801,445 | 7,25,44,650 |
| 1883-84 | 1,050,070 | 8,89,58,112 | 1907-08 | 880,459 | 8,58,50,350 |
| 1884-85 | 792,494 | 6,31,60,182 | 1908-09 | 109,757 | 1,34,00,777 |
| 1885-86 | 1,053,446 | 8,00,53,311 | 1909-10 | 1,050,574 | 12,70,90,884 |
| 1886-87 | 1,113,181 | 8,62,59,856 | 1910-11 | 1,266,150 | 12,95,82,291 |
| 1887-88 | 676,908 | 5,56,23,733 | 1911-12 | 1,361,166 | 13,34,84,580 |
| 1888-89 | 880,570 | 7,52,32,794 | 1912-13 | 1,660,163 | 17,69,37,226 |
| 1889-90 | 690,110 | 5,79,26,147 | 1913-14 | 1,202,205 | 13,13,33,561 |
| 1890-91 | 716,024 | 6,04,24,260 | 1914-15 | 706,383 | 8,32,04,161 |
| 1891-92 | 1,515,335 | 14,38,20,022 | 1915-16 | 652,879 | 8,44,06,594 |
| 1892-93 | 748,672 | 7,44,03,835 | 1916-17 | 748,913 | 9,15,34,812 |
| 1893-94 | 607,842 | 5,19,39,850 | 1917-18 | 1,454,374 | 19,00,27,665 |
| 1894-95 | 344,506 | 2,56,62,468 | 1918-19 | 476,103 | 6,75,30,929 |
| 1895-96 | 500,208 | 3,91,43,765 | 1919-20 | 8,642 | 20,36,604 |
| 1896-97 | 95,531 | 83,64,498 | 1920-21 | 237,665 | 4,10,03,185 |
| 1897-98 | 119,630 | 1,34,11,515 | 1921-22 | 80,809 | 1,46,82,887 |
| 1898-99 | 976,024 | 9,71,96,877 | 1922-23 | 220,194 | 3,44,02,127 |
| 1899-1900 | 485,204 | 3,90,94,963 | 1923-24 | 638,352 | 9,11,80,928 |
| 1900-01 | 2,501 | 3,00,832 | 1924-25 | 1,111,691 | 17,19,49,952 |
| 1901-02 | 366,090 | 3,25,59,204 | 1925-26 | 211,637 | 3,60,24,737 |
| 1902-03 | 514,607 | 4,51,53,570 | 1926-27 | 175,949 | 2,71,07,422 |
| 1903-04 | 1,295,565 | 11,08,89,546 | 1927-28 | 299,733 | 4,40,57,408 |
| 1904-05 | 2,150,025 | 17,90,60,692 | 1928-29 | 114,707 | 1 69,23,702 |

## COTTON, 1928-29.

The first Government forecast of acreage, issued in August 1928, totalled 15.196,000 acres, but it must be pointed out that this figure does not cover the whole of India owing to the diversity of sowing time, which in the case of Southern crops (Comptahs, Westerns, Cocanadas, Cambodia and Tinnevellies) is still in full swing at the time of the first estimate.

The final estimate, issued in a supplementary memorandum on the 4th May 1929, gave the acreage figures for the whole of India as 26,484,000 acres as compared with 24,722,000 acres last year.

The chief contributors to this increase of about 6½ per cent. were :

| | | |
|---|---|---|
| Oomras | 200,000 | acres. |
| Madras | 300,000 | ,, |
| Punjab | 750,000 | ,, |
| Nizams | 400,000 | ,, |

Government estimated the final yield (on 4-5-29) at 5,638,000 bales compared with 5,963,000 (revised) for the previous year. Private estimates exceeded the Government figure as usual very considerably, arriving at 6¾ to 7 million bales including the conventional Domestic Consumption of ¾ million bales. There is no doubt that Government estimates are still inaccurate although it must be acknowledged that strenuous efforts are being made to improve matters.

Weather conditions were good to excellent in the Oomra and Southern Cotton tracts and Sindh whilst abnormally heavy frosts spoiled very promising crops in Gujrat, Broach

and the Punjab. Late rains again affected the Oomra quality adversely. The qualities of the Broach, Dhollera and Punjab/American crops were deplorable owing to frost-damage whilst Southern districts produced excellent cotton.

The following figures show the movement of cotton through Bombay during the 1928/29 :—

| | Bales. |
|---|---|
| Stocks per 1st September 1928 including Mill Stocks as estimated by the East India Cotton Association, Ltd. .. | 1,006,174 |
| Arrivals during the year ending 31st August 1929 (actual bales) .. .. | 3,364,645 |
| | 4,370,819 |

Exports during the year ending 31st August 1929 :—

| | Bales. |
|---|---|
| *By Sea.*— | |
| United Kingdom .. .. .. | 68,430 |
| Continent .. .. .. .. | 837,516 |
| United States of America .. .. | 40,831 |
| China .. .. .. .. .. | 340,157 |
| Japan .. .. .. .. .. | 1,455,567 |
| Others including Coast Ports .. .. | 20,454 |
| Total | 2,762,955 |
| *By Rail* to Up-country .. .. .. | 121,089 |
| | 2,884,044 |
| Bombay Mill Consumption .. .. | 630,978 |
| | 3,515,022 |
| Estimated Carry over on 31st August 1929 .. .. .. .. .. | 855,797 |
| Total | 4,370,819 |

* The East India Cotton Association, Ltd., estimated the stock on 31st August 1929 at 894,183 Bales.

The exports to foreign countries in 1928/29 as compared with 1927/28 were as follows :—

| | 1927-28. | 1928-29. | Difference. |
|---|---|---|---|
| Europe | 798,298 Bales | 905,946 Bales | +13½ per cent. |
| Japan | 1,120,753 ,, | 1,455,567 ,, | + 30 ,, |
| China | 269,950 ,, | 340,157 ,, | + 26 ,, |
| U. S. A. | 5,275 ,, | 40,831 ,, | +677 ,, |

Owing to favourable prices of Indian staple descriptions imports of American cotton into Bombay dropped to the insignificant figure of 11,719 bales of 400 lbs. against 103,000 bales last year and 379,000 bales during 1926/27. On the other hand Indian cotton made further headway in the United States of America and exports rose from 5,275 bales to 40,831 bales of 400 lbs.

Export figures showed a further increase over the previous year, owing to the favourable parity of Indian.

The price level of Indian Cotton which started its favourable development during the second half of the season 1927/28 continued to attract business from all spinning centres of the world. A big crop in addition to a big carry over and the consequent accumulation of stocks caused a still further widening of parities between Indian and American in favour of the former.

Of the three staple descriptions which come into consideration for export, (*i.e.*) Broach, Oomras and Bengals, the former maintained relatively the highest price level. In November 1928, when the new crop started to move, these differences were as follows :—

20-11-1928. A/May Broach Rs. 353.
D/Jan. Oomra ,, 316 (Rs. 37 below Broach)
D/Jan. Bengal ,, 285 ( ,, 68 ,, ,, )

whilst towards the end of the season quotations were :—

20-7-1929. J/Aug. Broach Rs. 332

July Oomra ,, 291 (Rs. 41 below Broach)

July Bengal ,, 231 ( ,, 101 ,, ,, )

The collapse of Bengal cotton, the result of an obstinate holding policy at the most inopportune time by Indian dealers was responsible for this catastrophe and caused extremely heavy losses in the Bazaar.

The Bombay Mill situation went from bad to worse; strikes were frequent and the demand for Yarn and Cloth unsatisfactory. Heavy stocks of raw cotton purchased at high prices weighed heavily on the manufacturers. A further and more permanent handicap for the Mills is the heavy over-capitalisation of a great many concerns. Mill consumption showed a slight increase from 568,848 bales to 630,978 bales.

The following table gives details of arrivals into Bombay during the season with the total of the five previous years. (Actual weight converted into Bales of 3½ cwts. in each, after allowing 2 per cent. for tare in the case of receipts by rail.) Season ending 31st August in each case :—

| Varieties. | 1928-29. | 1927-28. | 1926-27. | 1925-26. | 1924-25. | 1923-24. |
|---|---|---|---|---|---|---|
| | Bales. | Bales. | Bales. | Bales. | Bales. | Bales. |
| Khandeish .. .. .. .. .. | 365,837 | 307,249 | 315,441 | 292,847 | 297,806 | 344,284 |
| Central India .. .. .. .. .. | 392,022 | 299,680 | 318,827 | 386,999 | 351,654 | 305,164 |
| Barsi Nugger .. .. .. .. .. | 263,289 | 319,242 | 204,894 | 225,296 | 210,032 | 208,197 |
| Hyderabad Gaorani .. .. .. .. | 85,586 | 118,517 | 69,698 | 74,406 | 98,333 | 105,280 |
| Berar .. .. .. .. .. | 792,419 | 730,789 | 578,454 | 479,843 | 574,520 | 653,988 |
| Central Provinces .. .. .. .. | 393,745 | 310,327 | 233,578 | 247,023 | 259,870 | 271,537 |
| Dhollera .. .. .. .. .. | 249,115 | 384,608 | 215,377 | 285,748 | 316,809 | 185,142 |
| North-West Provinces .. .. .. .. | 62,338 | 65,213 | 59,570 | 131,256 | 133,887 | 123,799 |
| Rajputana .. .. .. .. .. | 51,886 | 56,155 | 66,045 | 117,015 | 84,216 | 91,132 |
| Sind Punjab .. .. .. .. .. | 135,491 | 137,416 | 119,098 | 296,512 | 365,478 | 312,364 |
| Broach .. .. .. .. .. | 196,453 | 269,272 | 241,163 | 313,681 | 486,985 | 310,944 |
| Compta Dharwars .. .. .. .. | 137,799 | 145,150 | 142,453 | 168,007 | 222,650 | 188,776 |
| Westerns Northerns .. .. .. .. | 67,321 | 53,777 | 75,183 | 117,182 | 126,862 | 93,788 |
| Cocanada .. .. .. .. .. | 6 | 7 | 495 | 3,302 | 2,403 | 2,893 |
| Tinnevelly and Cambodia .. .. .. | 40,357 | 37,082 | 50,161 | 68,875 | 41,369 | 30,330 |
| Persians .. .. .. .. .. | 1,774 | 5,770 | 5,719 | 5,627 | 6,904 | 9,764 |
| Americans .. .. .. .. .. | 11,719 | 102,910 | 379,120 | 28,130 | 9,649 | 2 |
| Egyptians .. .. .. .. .. | 1,636 | 2,199 | 3,462 | 638 | 648 | 3,718 |
| Africans, East .. .. .. .. .. | 107,747 | 78,119 | 85,988 | 88,569 | 74,289 | 77,932 |
| Comilla, Burmah and other Sorts .. .. | 47 | 295 | 916 | 3,700 | 3,513 | 879 |
| Total .. | 3,356,587 | 3,423,757 | 3,165,642 | 3,334,656 | 3,667,877 | 3,319,913 |

The following table gives the actual clearances of Cotton from Bombay to different Countries during the years ending 31st August from 1923-24 to 1928-29 :—

| | 1928-29. | 1927-28. | 1926-27. | 1925-26. | 1924-25. | 1923-24. |
|---|---|---|---|---|---|---|
| | Bales. | Bales. | Bales. | Bales. | Bales. | Bales. |
| United Kingdom .. .. .. | 68,430 | 91,409 | 27,750 | 49,248 | 70,419 | 151,656 |
| France .. .. .. .. .. .. | 167,013 | 149,682 | 65,402 | 118,186 | 129,371 | 145,744 |
| Belgium .. .. .. .. .. .. | 260,037 | 210,096 | 91,504 | 109,605 | 133,700 | 173,717 |
| Holland .. .. .. .. .. .. | 19,477 | 12,811 | 6,110 | 7,576 | 12,435 | 11,388 |
| Norway .. .. .. .. .. .. | .... | .... | .... | .... | 30 | 168 |
| Sweden .. .. .. .. .. .. | 605 | 330 | 605 | 395 | 510 | 2,200 |
| Denmark.. .. .. .. .. .. | 75 | 165 | 27 | 200 | 28 | .... |
| Germany.. .. .. .. .. .. | 128,507 | 103,849 | 72,046 | 43,459 | 68,676 | 95,623 |
| Portugal .. .. .. .. .. .. | 218 | 55 | 4 | .... | 156 | .... |
| Spain .. .. .. .. .. .. | 38,987 | 32,139 | 21,687 | 38,574 | 40,627 | 105,841 |
| Italy .. .. .. .. .. .. | 222,296 | 197,394 | 132,601 | 184,500 | 256,199 | 389,886 |
| Austria .. .. .. .. .. .. | .... | ..... | .... | .... | 895 | 27,121 |
| Fiume .. .. .. .. .. .. | 56 | 168 | 220 | .... | .... | .... |
| Roumania.. .. .. .. .. .. | .... | .... | .... | .... | 165 | .... |
| Greece .. .. .. .. .. .. | 240 | 200 | 236 | 15 | 55 | 775 |
| Bulgaria .. .. .. .. .. | 5 | .... | .... | .... | .... | .... |
| Canada .. .. .. .. .. | 25 | .... | .... | .... | .... | .... |
| United States of America .. .. .. | 40,806 | 5,250 | 726 | 1,450 | 9,769 | 22,923 |
| British Columbia .. .. .. | .... | 25 | .... | .... | .... | .... |
| Argentine Republic .. .. .. | .... | ..... | .... | .... | 210 | 50 |
| China .. .. .. .. .. .. | 340,157 | 269,950 | 207,502 | 387,779 | 350,294 | 244,984 |
| Japan .. .. .. .. .. .. | 1,455,567 | 1,120,753 | 1,331,317 | 1,486,007 | 1,671,294 | 1,313,298 |
| Other Foreign Countries .. .. .. | 3,879 | 4,526 | 5,408 | 5,419 | 6,021 | 4,950 |
| Indian Ports—Calcutta, etc. .. .. .. | 16,575 | 24,238 | 21,484 | 19,534 | 16,708 | 24,525 |
| Total .. | 2,762,955 | 2,223,040 | 1,984,629 | 2,451,947 | 2,767,271 | 2,714,849 |

*Comparative statement showing the Actual Clearances of Cotton from Bombay to different Ports during the years* 1928 *and* 1929.

| To | 1928. Six months ending 30th June. | 1928. Six months ending 31st Dec. | 1928. Total for 12 months. | 1929. Six months ending 30th June. | 1929. Six months ending 31st Dec. | 1929. Total for 12 months. | Increase or Decrease. | Percentage. |
|---|---|---|---|---|---|---|---|---|
| | Bales. | Bales. | Bales. | Bales. | Bales. | Bales. | Bales. | |
| London .. .. | ..... | 1 | 1 | .... | .... | .... | — 1 | ..... |
| Liverpool .. .. | 52,730 | 14,078 | 66,808 | 40,647 | 26,890 | 67,537 | + 729 | 1·09 |
| Manchester .. .. | 16,231 | 5,825 | 22,056 | 11,460 | 4,570 | 16,030 | — 6,026 | 27·32 |
| Hull .. .. | ..... | .... | .... | .... | .... | .... | .... | ..... |
| Marseilles .. .. | 4,423 | 1,631 | 6,054 | 4,385 | 2,681 | 7,066 | + 1,012 | 16·71 |
| Havre .. .. | 24,497 | 12,041 | 36,538 | 17,909 | 12,964 | 30,873 | — 5,665 | 15·50 |
| Havre(for orders)... | ... | 220 | 220 | ..... | 150 | 150 | — 70 | ..... |
| Dunkirk .. .. | 84,010 | 33,782 | 117,792 | 90,603 | 41,560 | 132,163 | + 14,371 | 12·20 |
| Antwerp .. .. | A80,743 | 55,921 | 136,664 | 87,963 | 41,920 | 129,883 | — 6,781 | 4·96 |
| Antwerp (for orders). | ..... | 391 | 391 | 1,045 | 488 | 1 533 | + 1,142 | ..... |
| Ghent .. .. | 61,375 | 36,774 | 98,049 | 67,844 | 47,820 | 115,664 | + 17,615 | 17·96 |
| Ghent or Antwerp .. | 158 | 248 | 406 | ..... | ..... | ..... | — 406 | ..... |
| Antwerp or Hamburg. | ..... | 90 | 90 | ..... | 1 290 | 1,290 | + 1,200 | ..... |
| Rotterdam .. .. | 9,717 | 4,888 | 14,605 | 12,562 | 9,872 | 22,434 | + 7,829 | 53·60 |
| Rotterdam (for orders). | ..... | 497 | 497 | ..... | ..... | ..... | — 497 | ..... |
| Copenhagen .. .. | 55 | 55 | 110 | ..... | 55 | 55 | — 55 | 50·00 |
| Aarhus .. .. | .... | .... | .... | 20 | .... | 20 | + 20 | ..... |
| Gothenburg .. .. | 165 | 55 | 220 | 275 | 220 | 495 | + 275 | 125·00 |
| Malmoe .. .. | .... | .... | ..... | 330 | .... | 330 | + 330 | ..... |
| Hamburg .. .. | 60,932 | 51,954 | 112,886 | 69,325 | 50,961 | 120,286 | + 7,400 | 6·55 |
| Bremen .. .. | 9,184 | 1,418 | 10,602 | 3,777 | 5,712 | 9,489 | — 1,113 | 10·49 |
| Malaga .. .. | 50 | ..... | 50 | ..... | ..... | ..... | — 50 | ..... |
| Pasages .. .. | 970 | 980 | 1,950 | 1,360 | 650 | 2,010 | + 60 | 3·07 |
| Barcelona .. .. | 19,613 | 14,496 | 34,109 | 20,186 | 19,350 | 39,536 | + 5,427 | 15·91 |
| Taragona .. .. | 50 | ..... | 50 | ..... | ..... | ..... | — 50 | ..... |
| Iun .. .. .. | 50 | ..... | 50 | ..... | ..... | ..... | — 50 | ..... |
| Oporto .. .. | ..... | 55 | 55 | 210 | 8 | 218 | + 163 | 296·36 |
| Fiume .. .. | 168 | .... | 168 | .... | 168 | 168 | .... | .... |
| Trieste .. .. | 57,819 | 47,225 | 105,044 | 51,235 | 44,374 | 95,609 | — 9,435 | 8·98 |
| Venice .. .. | 23,118 | 17,854 | 40,972 | 15,947 | 15,997 | 31,944 | — 9,028 | 22·03 |

*Comparative statement showing the Actual Clearances of Cotton from Bombay to different Ports*—contd.

| To | 1928. Six months ending 30th June. | 1928. Six months ending 31st Dec. | 1928. Total for 12 months. | 1929. Six months ending 30th June. | 1929. Six months ending 31st Dec. | 1929. Total for 12 months. | Increase or Decrease. | | Percentage. |
|---|---|---|---|---|---|---|---|---|---|
| | Bales. | Bales. | Bales. | Bales. | Bales. | Bales. | | Bales. | |
| Genoa .. .. | 39,453 | 35,753 | 75,206 | 39,962 | 31,487 | 71,449 | — | 3,757 | 4·99 |
| Naples .. .. | 2,620 | 2,030 | 4,650 | 3,010 | 2,920 | 5,930 | + | 1,280 | 27·52 |
| Leghorn .. .. | 100 | 110 | 210 | 395 | .... | 395 | + | 185 | 88·09 |
| Venice or Trieste .. | 750 | .... | 750 | .... | 477 | 477 | — | 273 | ..... |
| Venice (for orders) .. | .... | .... | .... | 55 | ..... | 55 | — | 55 | ..... |
| Piraeus .. .. | 75 | ..... | 75 | 50 | .... | 50 | — | 25 | 33·33 |
| Syra .. .. | 25 | .... | 25 | 150 | 40 | 190 | + | 165 | .. ... |
| Varna .. .. | .... | .... | .... | 5 | .... | 5 | + | 5 | ..... |
| Baltimore .. .. | 2,525 | .... | 2,525 | .... | .... | .... | — | 2,525 | ..... |
| New York .. .. | 1,000 | 3,375 | 4,375 | 31,266 | 20,435 | 51,701 | + | 7,326 | ..... |
| Boston .. .. | 1,125 | 300 | 1,425 | 500 | 2,904 | 3,404 | + | 1,979 | 128·87 |
| San Francisco .. | 50 | 5 | 55 | .... | .... | .... | — | 55 | ..... |
| Montreal .. .. | .... | ..... | ..... | .... | 25 | 25 | + | 25 | ..... |
| Los Angeles .. .. | ..... | ..... | ... .. | ... .. | 55 | 55 | + | 55 | .. |
| Colombo .. .. | 2,266 | 1,375 | 3,641 | 1,923 | 927 | 2,850 | — | 791 | 21·72 |
| Mauritius .. ... | 10 | 10 | 20 | .... | 5 | 5 | — | 15 | 75·00 |
| Australian Ports .. | 100 | 100 | 200 | 410 | 60 | 470 | + | 270 | 135·00 |
| Japanese Ports .. | 737,825 | 589,503 | 1,327,328 | 851,151 | 519,566 | 1,370,717 | + | 43,389 | 3·26 |
| Chinese Ports .. | 238,682 | 75,160 | 313,842 | 272,619 | 55,851 | 328,470 | + | 14,628 | 4·66 |
| Other Foreign Ports . | 5 | .... | 5 | 8 | .... | 8 | + | 3 | 60·00 |
| Calcutta and Coast Ports | 14,148 | 8,309 | 22,457 | 9,542 | 7,747 | 17,289 | — | 5,168 | 23·01 |
| Total .. | 1,546,717 | 1,016,509 | 2,563,226 | 1,708,129 | 970,199 | 2,678,328 | Net Increase | | 115,102 or 4·49 per cent. |

*N.B.*—The totals for each port cannot be taken separately as showing the actual imports of the country to which the said port belongs—for, in some cases, the named port is used as a transhipping port to other countries, as the under-quoted notes will show :—

1928.—(A) Including 224 bales for Germany.

# RAINFALL AT BOMBAY, 1843 TO 1929.

The following statement showing the Rainfall registered at the Colaba Observatory, Bombay, for each month during the years 1843-1929, is published for the information of members :—

| Year. | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Annual Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1843 .. | .. | .. | .. | .. | 0·15 | 7·31 | 20·62 | 17·70 | 8·39 | 0·77 | .. | .. | 55·24 |
| 1844 .. | 0·06 | 0·33 | .. | .. | .. | 18·58 | 20·28 | 5·91 | 8·05 | 0·40 | .. | 0·10 | 62·71 |
| 1845 .. | .. | .. | .. | .. | .. | 17·88 | 18·07 | 9·54 | 8·63 | .. | .. | .. | 54·12 |
| 1846 .. | .. | .. | .. | .. | .. | 26·41 | 33·19 | 6·65 | 6·65 | 1·03 | .. | .. | 73·93 |
| 1847 .. | 0·09 | 0·02 | .. | 0·31 | 1·40 | 37·56 | 16·46 | 8·68 | 5·68 | 0·28 | 5·53 | .. | 76·01 |
| 1848 .. | .. | .. | .. | 0·59 | 5·67 | 39·98 | 13·90 | 7·37 | 2·38 | 5·84 | 0·19 | .. | 75·86 |
| 1849 .. | 0·34 | .. | .. | .. | .. | 23·41 | 50·99 | 12·66 | 26·13 | 0·75 | 0·61 | .. | 114·89 |
| 1850 .. | .. | .. | .. | .. | .. | 14·80 | 20·15 | 5·39 | 4·77 | 4·89 | 0·25 | .. | 50·25 |
| 1851 .. | .. | .. | .. | .. | 0·52 | 24·50 | 47·02 | 20·03 | 3·89 | 0·04 | 0·07 | .. | 96·07 |
| 1852 .. | .. | .. | 0·01 | .. | 0·30 | 21·76 | 22·17 | 11·16 | 12·67 | 0·19 | .. | 1·01 | 69·27 |
| 1853 .. | .. | 0·05 | 0·02 | .. | .. | 33·70 | 13·05 | 5·95 | 9·83 | .. | .. | .. | 62·66 |
| 1854 .. | .. | .. | .. | .. | .. | 16·34 | 38·95 | 3·90 | 13·61 | 7·49 | 1·85 | .. | 82·14 |
| 1855 .. | .. | .. | .. | .. | .. | 29·18 | 11·83 | 3·82 | 5·29 | 9·06 | .. | .. | 50·18 |
| 1856 .. | .. | .. | .. | .. | 2·09 | 24·66 | 24·48 | 6·73 | 7·78 | 0·06 | .. | 0·12 | 65·92 |
| 1857 .. | .. | .. | .. | .. | 0·57 | 9·26 | 8·74 | 15·71 | 14·21 | 2·78 | .. | .. | 51·27 |
| 1858 .. | .. | .. | .. | 0·15 | 1·57 | 14·44 | 20·12 | 7·48 | 15·47 | 3·22 | .. | .. | 62·45 |
| 1859 .. | .. | .. | .. | .. | .. | 26·87 | 23·70 | 14·59 | 5·94 | 1·06 | .. | .. | 77·16 |
| 1860 .. | .. | .. | .. | .. | 0·03 | 21·97 | 22·39 | 7·11 | 8·15 | 2·50 | .. | .. | 62·15 |
| 1861 .. | .. | .. | .. | .. | 0·69 | 15·43 | 25·34 | 30·35 | 3·24 | 1·86 | .. | .. | 76·91 |
| 1862 .. | .. | .. | .. | .. | 0·01 | 22·31 | 15·10 | 12·65 | 21·60 | 1·42 | 0·45 | .. | 73·63 |
| 1863 .. | 0·41 | .. | .. | 0·11 | 0·07 | 23·41 | 30·78 | 10·60 | 9·98 | 2·32 | .. | .. | 77·68 |
| 1864 .. | .. | .. | .. | .. | 0·01 | 15·42 | 13·36 | 10·72 | 5·59 | .. | 0·47 | .. | 45·57 |
| 1865 .. | 0·38 | .. | .. | .. | .. | 10·61 | 18·28 | 36·42 | 4·86 | 6·16 | 1·14 | .. | 77·85 |
| 1866 .. | .. | 0·11 | .. | .. | .. | 13·47 | 40·34 | 20·34 | 3·44 | 0·74 | .. | .. | 78·44 |
| 1867 .. | .. | .. | .. | .. | .. | 8·70 | 39·39 | 12·21 | 6·80 | 5·07 | 0·13 | .. | 72·30 |
| 1868 .. | .. | .. | 0·01 | .. | .. | 13·52 | 20·43 | 20·29 | 7·71 | 0·14 | 0·02 | .. | 62·12 |
| 1869 .. | .. | .. | .. | .. | 0·03 | 26·22 | 23·89 | 15·24 | 22·56 | 3·55 | 0·05 | 0·12 | 91·66 |
| 1870 .. | .. | .. | 0·03 | 0·02 | .. | 21·73 | 26·43 | 6·27 | 7·08 | 4·65 | .. | .. | 66·21 |
| 1871 .. | 2·22 | .. | .. | .. | 1·25 | 8·91 | 9·96 | 8·95 | 6·01 | 0·25 | 2·97 | 0·06 | 40·58 |
| 1872 .. | .. | .. | .. | .. | 0·06 | 24·43 | 24·84 | 9·49 | 16·59 | 1·07 | .. | .. | 76·48 |
| 1873 .. | .. | 0·05 | .. | .. | 0·51 | 20·36 | 16·98 | 23·96 | 7·77 | 0·07 | .. | .. | 69·70 |
| 1874 .. | .. | .. | .. | .. | 0·05 | 18·68 | 41·24 | 11·14 | 11·05 | 0·02 | .. | .. | 82·18 |
| 1875 .. | 0·47 | .. | .. | .. | .. | 24·36 | 15·39 | 12·23 | 31·76 | .. | 0·35 | .. | 84·56 |
| 1876 .. | .. | .. | .. | .. | 0·01 | 12·97 | 23·69 | 8·66 | 4·68 | .. | .. | .. | 50·01 |
| 1877 .. | 0·22 | 0·52 | .. | .. | .. | 35·58 | 11·10 | 8·51 | 8·89 | 8·33 | .. | .. | 73·15 |
| 1878 .. | 0·03 | .. | .. | 0·02 | 0·02 | 19·99 | 48·33 | 20·46 | 16·42 | 4·89 | 2·61 | .. | 112·77 |
| 1879 .. | .. | .. | 0·03 | .. | 5·23 | 16·56 | 11·21 | 22·36 | 5·61 | 0·40 | .. | .. | 61·40 |
| 1880 .. | .. | 0·01 | 0·02 | .. | .. | 21·48 | 18·37 | 4·08 | 22·80 | 1·18 | .. | .. | 67·94 |
| 1881 .. | .. | .. | 0·04 | .. | 0·36 | 15·29 | 29·47 | 19·06 | 4·56 | 4·17 | 0·09 | .. | 73·04 |
| 1882 .. | .. | 0·04 | 0·02 | 0·08 | 0·02 | 27·54 | 26·94 | 3·36 | 10·08 | 1·12 | 0·03 | .. | 69·23 |
| 1883 .. | 0·12 | .. | .. | .. | 0·33 | 13·65 | 39·88 | 12·57 | 12·37 | 10·40 | 0·86 | .. | 90·18 |
| 1884 .. | 0·03 | .. | .. | .. | .. | 13·25 | 25·87 | 15·29 | 17·04 | 2·22 | 0·60 | 1·14 | 75·44 |
| 1885 .. | .. | .. | .. | .. | 0·02 | 5·11 | 21·81 | 25·42 | 12·01 | 3·54 | .. | .. | 67·91 |
| 1886 .. | .. | .. | .. | 0·01 | 0·96 | 43·45 | 35·79 | 10·69 | 6·54 | 1·69 | 0·61 | .. | 99·74 |
| 1887 .. | .. | .. | .. | 0·02 | 0·09 | 24·07 | 30·98 | 17·59 | 18·23 | 2·79 | 1·02 | 0·16 | 94·95 |
| 1888 .. | 1·85 | 0·02 | 0·10 | .. | .. | 15·76 | 22·47 | 11·43 | 4·92 | 0·11 | 1·16 | .. | 57·82 |
| 1889 .. | .. | .. | .. | .. | 0·67 | 19·89 | 30·45 | 10·32 | 2·71 | 3·80 | .. | .. | 67·84 |
| 1890 .. | .. | .. | .. | 0·01 | 0·06 | 24·55 | 21·54 | 10·61 | 6·45 | 0·58 | 1·25 | 1·13 | 66·18 |
| 1891 .. | .. | .. | 0·22 | .. | .. | 13·99 | 32·48 | 6·94 | 22·53 | 1·04 | .. | .. | 77·20 |
| 1892 .. | .. | .. | .. | .. | 0·11 | 13·30 | 23·86 | 36·56 | 18·73 | 1·89 | 0·67 | .. | 95·12 |
| 1893 .. | .. | 0·14 | .. | 0·02 | 6·30 | 21·47 | 16·14 | 13·55 | 7·54 | 0·45 | 1·63 | .. | 67·24 |
| 1894 .. | 0·22 | .. | 0·06 | 0·01 | .. | 16·87 | 26·16 | 8·40 | 12·04 | 3·08 | .. | 0·01 | 66·85 |
| 1895 .. | .. | 0·07 | .. | .. | 0·08 | 17·84 | 18·04 | 15·97 | 11·91 | 3·62 | 0·06 | .. | 67·59 |
| 1896 .. | .. | .. | .. | .. | 0·26 | 28·02 | 36·44 | 20·77 | 1·62 | 0·01 | 0·53 | .. | 87·65 |
| 1897 .. | 0·01 | .. | .. | .. | .. | 14·40 | 30·19 | 13·82 | 20·60 | 2·51 | 0·22 | .. | 81·75 |
| 1898 .. | .. | 0·17 | .. | .. | 0·16 | 27·21 | 20·72 | 5·28 | 19·94 | 0·48 | 0·13 | .. | 74·09 |
| 1899 .. | .. | .. | .. | 1·57 | 0·08 | 20·81 | 4·72 | 5·23 | 3·49 | .. | .. | .. | 35·90 |
| 1900 .. | .. | .. | .. | .. | .. | 18·26 | 25·75 | 17·62 | 7·49 | .. | .. | .. | 69·12 |

| Year. | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Annual Total. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1901 .. | 0·74 | .. | .. | 0·04 | 0·01 | 25·36 | 32·70 | 14·27 | 1·81 | 0·39 | .. | .. | 75·32 |
| 1902 .. | .. | .. | .. | .. | .. | 9·77 | 16·96 | 16·53 | 27·11 | 0·78 | 0·01 | 0·81 | 71·97 |
| 1903 .. | .. | .. | 0·17 | .. | 7·79 | 19·75 | 24·82 | 18·23 | 7·82 | 5·91 | .. | .. | 84·49 |
| 1904 .. | .. | .. | 0·07 | .. | 0·02 | 15·10 | 10·14 | 5·72 | 1·81 | 0·56 | .. | .. | 33·42 |
| 1905 .. | .. | 0·08 | .. | .. | .. | 6·53 | 15·30 | 4·35 | 6·16 | 0·20 | 1·04 | .. | 33·56 |
| 1906 .. | .. | 0·15 | .. | .. | .. | 12·91 | 18·34 | 20·92 | 3·98 | .. | .. | .. | 56·30 |
| 1907 .. | .. | 0·27 | .. | 0·06 | .. | 22·48 | 59·05 | 15·99 | 2·26 | 0·67 | .. | .. | 100·73 |
| 1908 .. | 0·09 | 0·07 | 0·06 | .. | .. | 12·39 | 23·65 | 9·87 | 6·79 | 0·62 | .. | .. | 53·54 |
| 1909 .. | .. | .. | .. | .. | .. | 16·60 | 30·05 | 8·52 | 16·05 | .. | .. | .. | 71·22 |
| 1910 .. | .. | .. | .. | .. | 0·03 | 23·50 | 6·50 | 18·15 | 15·25 | 4·29 | 0·14 | .. | 67·86 |
| 1911 .. | 0·06 | .. | .. | .. | 0·04 | 10·85 | 15·24 | 17·09 | 2·96 | .. | 0·27 | .. | 46·51 |
| 1912 .. | .. | .. | .. | .. | 0·43 | 10·79 | 25·40 | 9·90 | 3·26 | 0·65 | 3·62 | .. | 54·05 |
| 1913 .. | .. | 0·07 | .. | .. | .. | 25·81 | 33·33 | 3·72 | 5·75 | 2·35 | .. | .. | 71·03 |
| 1914 .. | .. | 0·08 | .. | 0·07 | .. | 16·65 | 30·13 | 13·27 | 21·06 | 0·01 | 0·18 | .. | 81·45 |
| 1915 .. | .. | 0·30 | 0·69 | 0·06 | 0·36 | 39·78 | 14·62 | 8·45 | 10·78 | 2·55 | 0·02 | .. | 77·61 |
| 1916 .. | .. | .. | .. | 0·04 | 0·07 | 23·43 | 22·78 | 19·51 | 14·59 | 4·79 | 0·72 | .. | 85·93 |
| 1917 .. | .. | 1·68 | .. | .. | 0·88 | 14·96 | 13·26 | 32·18 | 16·92 | 19·96 | .. | .. | 99·84 |
| 1918 .. | .. | .. | 1·46 | .. | 11·00 | 10·82 | 4·25 | 4·81 | 3·11 | .. | 0·09 | .. | 35·54 |
| 1919 .. | 0·11 | .. | .. | .. | .. | 16·31 | 31·30 | 10·85 | 8·03 | 1·54 | 0·18 | .. | 68·32 |
| 1920 .. | 0·99 | 0·33 | .. | .. | .. | 8·16 | 22·00 | 5·18 | 4·05 | 0·34 | .. | .. | 41·05 |
| 1921 .. | .. | .. | .. | .. | .. | 26·74 | 35·68 | 10·36 | 13·02 | 0·22 | .. | .. | 86·02 |
| 1922 .. | .. | .. | .. | .. | .. | 26·48 | 31·15 | 5·08 | 6·95 | 0·61 | .. | 0·14 | 70·41 |
| 1923 .. | .. | 0·05 | .. | 0·02 | .. | 7·19 | 43·26 | 8·72 | 18·32 | .. | .. | .. | 77·56 |
| 1924 .. | .. | .. | .. | .. | .. | 7·46 | 16·73 | 15·43 | 12·13 | 0·06 | 0·38 | .. | 52·19 |
| 1925 .. | .. | .. | .. | .. | 2·76 | 27·86 | 8·38 | 7·71 | 3·52 | 0·22 | 0·37 | .. | 50·82 |
| 1926 .. | 2.99 | .. | .. | .. | 0.10 | 6.19 | 30.88 | 22.21 | 8.98 | 1.29 | .. | .. | 72.64 |
| 1927 .. | .. | 0.04 | 0.03 | .. | .. | 32·52 | 16.85 | 6·74 | 5.33 | 7·30 | 5·48 | 0·09 | 74·38 |
| 1928 .. | .. | 0·01 | .. | .. | .. | 27·71 | 30·93 | 16.65 | 9·91 | 0·43 | 0·09 | .. | 85·72 |
| 1929 .. | 0·63 | .. | 0·02 | 0·04 | .. | 25·45 | 16·08 | 6·06 | 5·58 | 4·82 | 0·22 | 0·86 | 59·76 |

## RAINFALL OF THE YEAR 1929.

The following table is compiled from the Reports issued by the Meteorological Department in order to present, in a condensed form, a definite record of the weather during the South-West Monsoon months of the past year and also during the whole year :—

| DIVISION. | STATION. | From 1st June to 31st Oct. 1929. | Departure from normal during period. | From 1st Jan. to 31st Dec. 1929. | Annual normal. |
|---|---|---|---|---|---|
| BAY ISLANDS | Port Blair | 76.9 | — 1.5 | 103.8 | 116 |
| | Victoria Point | 141.7 | +14.1 | 187.1 | 159 |
| | Mergui | 148.3 | +19.7 | 184.4 | 161 |
| | Tavoy | 222.0 | +37.5 | 259.0 | 215 |
| LOWER BURMA. | Amherst | 152.4 | .. | 193.1 | .. |
| | Rangoon | 88.6 | + 7.1 | 98.3 | 99 |
| | Bassein | 91.4 | — 2.7 | 104.0 | 109 |
| | Diamond Island | 95.7 | — 3.9 | 115.9 | 118 |
| | Gwa | 182.7 | .. | .. | .. |
| | Toungoo | 79.7 | + 9.3 | 96.1 | 83 |
| | Kyaukpyu | 190.0 | +35.7 | 201.0 | 180 |
| | Akyab | 186.9 | + 6.5 | 213.0 | 203 |
| UPPER BURMA. | Minbu | 34.2 | + 7.9 | 41.6 | 35 |
| | Yamethin | 24.9 | — 2.8 | 37.6 | 38 |
| | Mandalay | 24.4 | + 0.6 | 42.5 | 33 |
| | Monywa | 20.9 | — 2.0 | 31.6 | 31 |
| | Lashio | .. | .. | 57.5 | 62 |
| | Bhamo | 51.4 | — 8.8 | 63.1 | 72 |
| | Myitkyina | 65.4 | — 1.7 | 78.1 | 79 |

| DIVISION. | STATION. | From 1st June to 31st Oct. 1929. | Departure from normal during period. | From 1st Jan. to 31st Dec. 1929. | Annual normal. |
|---|---|---|---|---|---|
| ASSAM | Dibrugarh | 61.2 | —16.0 | 110.7 | 108 |
| | Sibsagar | 106.0 | +41.7 | 162.5 | 96 |
| | Tezpur | 52.9 | — 0.3 | 88.9 | 74 |
| | Gauhati | 43.6 | — 1.9 | 70.7 | 65 |
| | Dhubri | 59.1 | —14.4 | 92.6 | 97 |
| | Silchar | 84.6 | + 2.5 | 162.2 | 125 |
| BENGAL | Cox's Bazar | 121.9 | + 2.0 | 132.2 | 146 |
| | Chittagong | 88.7 | + 7.4 | 110.6 | 103 |
| | Narayanganj | 53.1 | —0.3 | 70.5 | 74 |
| | Barisal | 66.5 | + 3.5 | 70.6 | 82 |
| | Jessore | 46.4 | — 2.9 | 56.0 | 66 |
| | Calcutta | 51.4 | + 0.2 | 59.6 | 63 |
| | Saugor Island | 61.3 | + 3.0 | 69.3 | 69 |
| | Burdwan | 55.3 | + 9.2 | 69.1 | 59 |
| | Berhampore | 37.3 | — 9.9 | 46.3 | 57 |
| | Mymensingh | 57.6 | —12.8 | 84.5 | 93 |
| | Bogra | 49.7 | — 7.3 | 63.5 | 71 |
| | Dinajpur | 58.3 | — 1.1 | 73.9 | 71 |
| | Jalpaiguri | 117.6 | +12.7 | 138.1 | 122 |
| ORISSA | Balasore | 60.0 | + 9.9 | 66.1 | .. |
| | Chondboli | .. | .. | .. | 63 |
| | Cuttack | 54.7 | + 4.5 | 59.5 | 59 |
| | Sambalpur | 88.4 | +27.7 | 90.9 | 66 |
| CHOTA NAGPUR. | Chaibasa | 65.6 | +22.3 | 72.6 | 52 |
| | Ranchi | 50.3 | + 0.7 | 57.7 | 57 |
| | Hazaribagh | 50.1 | + 3.1 | 56.6 | 53 |
| BIHAR | Purnea | 52.1 | — 2.7 | 62.4 | 62 |
| | Darbhanga | 49.2 | + 4.2 | 55.2 | 50 |
| | Patna | 46.0 | +1.5 | 55.7 | 49 |
| | Gaya | 49.2 | +5.5 | 54.6 | 47 |
| | Naya Dumka | .. | .. | 55.5 | 57 |
| UNITED PROVINCES, EAST. | Gorakhpur | 38.9 | — 7.5 | 43.2 | 50 |
| | Benares | 39.4 | + 1.9 | 46.8 | 41 |
| | Allahabad | 43.7 | + 7.4 | 18.1 | 39 |
| | Cawnpore | 26.2 | — 7.1 | 29.1 | 36 |
| | Lucknow | 42.2 | + 7.1 | 44.9 | 39 |
| | Bahraich | 38.0 | — 2.4 | 40.2 | 45 |
| UNITED PROVINCES, WEST. | Jhansi | 22.9 | —11.1 | 24.7 | 36 |
| | Agra | 10.5 | —13.9 | 10.7 | 27 |
| | Mainpuri | 29.8 | + 5.8 | 32.7 | 27 |
| | Bareilly | 24.2 | —15.2 | 28.9 | 44 |
| | Meerut | 15.0 | —12.5 | 20.0 | 32 |
| | Roorkee | 20.0 | —15.9 | 24.9 | 42 |
| | Dehra Dun | 59.7 | —14.2 | 69.1 | 83 |
| PUNJAB, EAST AND NORTH. | Delhi | 8.1 | —15.0 | 9.3 | 27 |
| | Hissar | 9.8 | — 1.9 | 12.6 | 15 |
| | Ambala | 20.5 | — 3.7 | 25.3 | 31 |
| | Ludhiana | 12.8 | — 9.6 | 15.8 | 29 |
| | Lahore | 22.5 | + 7.4 | 25.1 | 20 |
| | Sialkot | 17.2 | — 5.7 | 20.2 | 31 |
| | Rawalpindi | 33.3 | +10.3 | 42.9 | 35 |
| PUNJAB, SOUTHWEST. | Khushab | 15.6 | + 5.9 | 17.5 | 15 |
| | Lyallpur | 8.1 | — 3.2 | 10.1 | 14 |
| | Montgomery | 7.9 | — 0.1 | 9.1 | 11 |
| | Multan | 14.8 | + 9.7 | .. | 7 |
| | Bahawalpur | 6.1 | .. | .. | .. |
| | Khanpur | 10.7 | .. | 12.1 | .. |

| DIVISION. | STATION. | From 1st June to 31st Oct. 1929. | Departure from normal during period. | From 1st Jan. to 31st Dec. 1929. | Annual normal |
|---|---|---|---|---|---|
| KASHMIR .. | Srinagar .. .. .. .. | 16.5 | + 7.6 | 28.4 | 26 |
| | Sonamarg .. .. .. .. | 22.9 | + 7.3 | 59.3 | 71 |
| | Dras .. .. .. .. | 5.7 | + 2.4 | 22.3 | 21 |
| | Leh .. .. .. .. | 2.2 | + 0.6 | 5.2 | 3 |
| | Skardu .. .. .. .. | 2.2 | + 0.3 | 5.1 | 7 |
| | Gilgit .. .. .. .. | 4.3 | + 2.3 | 5.3 | 5 |
| N. W. FRONTIER PROV. | Peshawar .. .. .. .. | 11.3 | + 6.5 | 17.2 | 13 |
| | Dera I. Khan .. .. .. | 14.4 | + 9.0 | 15.4 | 9 |
| BALUCHISTAN | Fort Sandeman .. .. .. | 7.4 | .. | 11.2 | 11 |
| | Harnai .. .. .. .. | 7.0 | .. | 12.2 | 14 |
| | Quetta .. .. .. .. | 1.9 | + 0.5 | 7.9 | 10 |
| | Chaman .. .. .. .. | 0.1 | — 0.1 | 8.7 | 7 |
| | Kalat .. .. .. .. | 2.2 | + 0.9 | 7.4 | 7 |
| | Dalbandin .. .. .. .. | .. | — 0.3 | 4.7 | 4 |
| | Mirjawa .. .. .. .. | .. | .. | 1.3 | .. |
| | Panjgur .. .. .. .. | .. | .. | .. | 5 |
| | Pasni .. .. .. .. | .. | .. | .. | 7 |
| SIND .. | Jacobabad .. .. .. .. | 5.5 | + 3.2 | 6.5 | 4 |
| | Hyderabad .. .. .. .. | 21.2 | +15.2 | 23.4 | 7 |
| | Karachi .. .. .. .. | 2.3 | — 3.6 | 4.1 | 8 |
| RAJPUTANA, WEST. | Bikaner .. .. .. .. | 8.4 | — 1.4 | 10.3 | 12 |
| | Jodhpur .. .. .. .. | 13.7 | + 1.3 | 14.3 | 14 |
| RAJPUTANA, EAST. | Jaipur .. .. .. .. | 22.9 | + 0.9 | 25.0 | 24 |
| | Ajmer .. .. .. .. | 26.6 | + 8.0 | 28.4 | 21 |
| | Kotah .. .. .. .. | 17.1 | — 9.2 | 17.8 | 28 |
| | Udaipu .. .. .. | 21 7 | — 0.3 | 23.0 | 24 |
| GUJARAT .. | Deesa .. .. .. .. | 15.6 | — 8.1 | 16.1 | 25 |
| | Bhuj .. .. .. .. | 15.4 | + 1.7 | 16.6 | 14 |
| | Dwarka .. .. .. .. | 9.9 | — 2.9 | 10.9 | 13 |
| | Rajkot .. .. .. .. | 25.6 | + 0.2 | 30.0 | 26 |
| | Veraval .. .. .. .. | 6.8 | —11.3 | 7.7 | 19 |
| | Surat .. .. .. .. | 54.4 | +14.2 | 55.4 | 41 |
| | Bhavnagar .. .. .. | 23.2 | + 3.1 | 23.9 | 21 |
| | Ahmadabad .. .. .. | 23.6 | — 4.4 | 24.6 | 29 |
| CENTRAL INDIA, WEST. | Neemuch .. .. .. .. | 25.1 | — 2.5 | 26.2 | 29 |
| | Indore .. .. .. .. | 24.3 | — 7.0 | 25.4 | 33 |
| CENTRAL INDIA, EAST. | Nowgong .. .. .. .. | 28.7 | —11.3 | 30.9 | 43 |
| | Sutna .. .. .. | 31.4 | — 9.9 | 37.9 | 45 |
| BERAR .. | Akola .. .. .. .. | 21.7 | — 6.9 | 24.3 | 31 |
| | Amraoti .. .. .. .. | 16.3 | —13.7 | 19.1 | 33 |
| CENTRAL PROVINCES, WEST. | Khandwa .. .. .. .. | 23.7 | — 4.0 | 25.0 | 30 |
| | Hoshangabad .. .. .. | 34.9 | —11.1 | 35.4 | 49 |
| | Saugor .. .. .. .. | 49.7 | + 7.7 | 51.8 | 45 |
| | Jubbulpore .. .. .. | 56.0 | + 4.7 | 60.6 | 55 |
| | Seoni .. .. .. .. | 56.2 | + 7.6 | 61.4 | 53 |
| | Nagpur .. .. .. .. | 40.0 | — 4.8 | 44 0 | 49 |
| CENTRAL PROVINCES, EAST. | Pendra .. .. .. .. | 50.9 | + 7.2 | 55.4 | 50 |
| | Raipur .. .. .. .. | 68.5 | +21.8 | 70.1 | 51 |
| | Kanker .. .. .. .. | 52.1 | .. | 58.3 | .. |
| | Chanda .. .. .. .. | 37.1 | —10.6 | 43.9 | 52 |
| | Jagdalpur .. .. .. .. | 84.5 | +31.3 | 94.3 | 61 |
| KONKAN .. | Bombay .. .. .. .. | 58.0 | —11.0 | 59.8 | 71 |
| | Ratnagiri .. .. .. .. | 89.4 | — 7.9 | 91.9 | 100 |
| | Marmagoa .. .. .. .. | 101.2 | +11.3 | 105.7 | 95 |
| | Karwar .. .. .. .. | 136.1 | +21.0 | 148.5 | 120 |

| DIVISION. | STATION. | From 1st June to 31st Oct. 1929. | Departure from normal during period. | From 1st Jan. to 31st Dec. 1929. | Annual normal. |
|---|---|---|---|---|---|
| BOMBAY DECCAN. | Malegaon | 12.8 | — 7.3 | 14.1 | 22 |
| | Ahmadnagar | 16.7 | — 2.8 | 19.7 | 22 |
| | Poona | 20.2 | —3.8 | 21.6 | 27 |
| | Sholapur | 20.8 | — 3.7 | 24.0 | 20 |
| | Bijapur | 21.9 | + 4.7 | 25.9 | 21 |
| | Belgaum | 38.5 | — 5.1 | 45.0 | 50 |
| HYDERABAD, NORTH. | Aurangabad | 20.1 | — 4.8 | 22.9 | 27 |
| | Parbhani | 21.8 | .. | 23.5 | 37 |
| | Nizamabad | 30.8 | — 5.9 | 33.2 | 40 |
| HYDERABAD, SOUTH. | Gulbarga | 18.5 | — 8.5 | 24.7 | 31 |
| | Raichur | 14.4 | —10.2 | 16.7 | 28 |
| | Hyderabad | 19.4 | — 8.3 | 24.6 | 32 |
| | Hanamkonda | 27.9 | — 2.5 | 33.4 | 34 |
| MYSORE | Chitaldrug | 13.1 | — 4.6 | 22.5 | 25 |
| | Bangalore | 15.9 | — 9.4 | 31.2 | 35 |
| | Mysore | 17.9 | — 2.4 | 30.1 | 31 |
| MALABAR | Mangalore | 140·4 | +35.0 | 163.3 | 126 |
| | Calicut | 114.3 | +16.5 | 129.2 | 117 |
| | Cochin | 112.8 | +26.4 | 144.7 | 115 |
| | Trivandrum | 51.4 | +11.8 | 78.9 | 65 |
| MADRAS, SOUTH EAST | Palamkottah | 13.0 | + 3.3 | 34.9 | 28 |
| | Pamban | 13.1 | + 1.4 | 40.2 | 37 |
| | Madura | 13.3 | — 7.2 | 40.6 | 34 |
| | Negapatam | 18.8 | — 2.3 | 59.1 | 55 |
| | Trichinopoly | 18.9 | + 0.4 | 32.8 | 33 |
| | Coimbatore | 12.3 | + 0.1 | 25.6 | 22 |
| | Salem | 13.4 | —13.6 | 25.5 | 39 |
| | Cuddalore | 26.5 | — 0.1 | 59.9 | 53 |
| | Vellore | 18.4 | — 9.1 | 32.5 | |
| | Madras | 21.9 | — 5.3 | 52.4 | 51 |
| MADRAS DECCAN. | Cuddapah | 19.7 | — 4.3 | 27.5 | 31 |
| | Bellary | 14.0 | — 1.0 | 22.7 | 21 |
| | Kurnool | 19.6 | — 2.8 | 22.0 | 26 |
| MADRAS COAST, NORTH. | Nellore | 17.5 | — 2.9 | 33.2 | 38 |
| | Masulipatam | 29.3 | — 2.9 | 32.7 | 42 |
| | Cocanada | 32.1 | + 2.3 | 36.1 | 39 |
| | Vizagapatam | 37.0 | + 8.7 | 44.5 | 37 |
| | Gopalpur | 48.4 | +12.4 | 50.2 | 45 |
| HILL STATIONS, EXCLUDING KASHMIR & BALUCHISTAN. | Maymyo | 35.2 | — 7.0 | 55.3 | 59 |
| | Shillong | 62.4 | — 0.3 | 93.5 | 84 |
| | Cherrapunji | 286.5 | —47.1 | 435.9 | 424 |
| | Darjiling | 115.2 | + 9.6 | 132.0 | 123 |
| | Mukteswar | 35.2 | — 5.2 | 50.6 | 52 |
| | Chakrata | 39.1 | —14.7 | 81.1 | .. |
| | Simla | 45.6 | — 3.0 | 55.3 | 64 |
| | Dalhousie | 59.8 | .. | 90 8 | |
| | Murree | 39.5 | + 1.8 | 54.5 | 60 |
| | Cherat | 25.9 | +14.2 | 34.5 | 27 |
| | Parachinar | 7.3 | .. | 16.6 | 29 |
| | Drosh | 6.8 | .. | 15.9 | 17 |
| | Mount Abu | 86.5 | +27.9 | 87.3 | 61 |
| | Pachmarhi | 66.2 | — 6.4 | 68.6 | 77 |
| | Mercara | 123.3 | +11.0 | 182.7 | 125 |
| | Kodaikanal | 32.4 | — 0.6 | 78.0 | 62 |
| | Coonoor | 37.8 | .. | 73.3 | .. |
| CEYLON | Colombo | 27.0 | — 8.3 | 91.1 | 84 |

*STATEMENT showing the total Measurement of Bales and Miscellaneous Packages with Receipts, Expenditure, &c.*

| Year ending. | No. of Bales and Packages measured. | Receipts. | Expenditure. | Surplus Receipts. | Excess of Expenditure. |
|---|---|---|---|---|---|
| | | Rs. | Rs. | Rs. | Rs. |
| From 18th May 1870 to 30th November 1872 .. .. .. | Not recorded | 52,215 | 36,315 | 15,900 | .. |
| From 1st December 1872 to 30th November 1873 .. .. .. | 1,086,577 | 16,995 | 15,291 | 1,704 | .. |
| Year ending 30th Nov. 1874 .. .. | 1,402,379 | 21,707 | 18,986 | 2,721 | .. |
| Do. 30th Nov. 1875 .. .. | 1,474,470 | 23,039 | 22,009 | 1,030 | .. |
| Do. 30th Nov. 1876 .. .. | 1,240,034 | 19,375 | 22,355 | .. | 2,980 |
| Do. 30th Nov. 1877 .. .. | 1,101,318 | 18,324 | 21,561 | .. | 3,230 |
| Do. 30th Nov. 1878 .. .. | 1,040,961 | 20,837 | 23,287 | .. | 2,457 |
| Do. 30th Nov. 1879 .. .. | 887,100 | 28,808 | 20,140 | 8,668 | .. |
| Do. 30th Nov. 1880 .. .. | 1,163,545 | 33,219 | 20,804 | 10,135 | .. |
| Do. 30th Nov. 1881 .. .. | 1,313,592 | 25,177 | 24,029 | 1,147 | .. |
| Do. 30th Nov. 1882 .. .. | 1,892,796 | 33,225 | 24,757 | 8,468 | .. |
| Do. 30th Nov. 1883 .. .. | 1,852,047 | 33,792 | 25,605 | 8,187 | .. |
| Do. 30th Nov. 1884 .. .. | 1,814,986 | 33,404 | 22,604 | 10,800 | .. |
| Do. 31st Dec. 1885 .. .. | 1,402,845 | 29,482 | 24,385 | 5,097 | .. |
| Do. 31st Dec. 1886 .. .. | 1,748,856 | 32,893 | 21,582 | 11,311 | .. |
| Do. 31st Dec. 1887 .. .. | 1,845,446 | 35,933 | 20,017 | 15,916 | .. |
| Do. 31st Dec. 1888 .. .. | 1,659,273 | 36,371 | 21,057 | 15,314 | .. |
| Do. 31st Dec. 1889 .. .. | 2,156,604 | 43,042 | 21,648 | 21,394 | .. |
| Do. 31st Dec. 1890 .. .. | 2,335,935 | 45,872 | 23,171 | 22,701 | .. |
| Do. 31st Dec. 1891 .. .. | 2,012,900 | 39,533 | 23,402 | 16,131 | .. |
| Do. 31st Dec. 1892 .. .. | 1,946,389 | 38,017 | 24,495 | 13,522 | .. |
| Do. 31st Dec. 1893 .. .. | 1,691,755 | 32,517 | 24,273 | 8,244 | .. |
| Do. 31st Dec. 1894 .. .. | 1,708,723 | 33,665 | 25,156 | 8,509 | .. |
| Do. 31st Dec. 1895 .. .. | 1,679,325 | 34,921 | 21,546 | 13,375 | .. |
| Do. 31st Dec. 1896 .. .. | 2,049,862 | 30,061 | 22,240 | 17,821 | .. |
| Do. 31st Dec. 1897 .. .. | 1,746,610 | 33,956 | 22,484 | 11,472 | .. |
| Do. 31st Dec. 1898 .. .. | 1,910,140 | 36,174 | 21,100 | 15,074 | .. |
| Do. 31st Dec. 1899 .. .. | 2,132,663 | 41,684 | 21,041 | 20,643 | .. |
| Do. 31st Dec. 1900 .. .. | 1,147,591 | 28,302 | 20,844 | 7,458 | .. |
| Do. 31st Dec. 1901 .. .. | 2,947,198 | 45,497 | 21,918 | 23,579 | .. |
| Do. 31st Dec. 1902 .. .. | 2,159,823 | 43,709 | 26,865 | 16,844 | .. |
| Do. 31st Dec. 1903 .. .. | 2,664,171 | 53,654 | 31,522 | 22,132 | .. |
| Do. 31st Dec. 1904 .. .. | 2,292,791 | 48,673 | 19,666 | 29,003 | .. |
| Do. 31st Dec. 1905 .. .. | 2,534,599 | 53,255 | 21,427 | 31,828 | .. |
| Do. 31st Dec. 1906 .. .. | 2,685,432 | 54,215 | 23,516 | 30,699 | .. |
| Do. 31st Dec. 1907 .. .. | 2,976,312 | 60,171 | 27,054 | 33,117 | .. |
| Do. 31st Dec. 1908 .. .. | 2,302,349 | 48,844 | 29,706 | 19,138 | .. |
| Do. 31st Dec. 1909 .. .. | 2,736,023 | 57,502 | 28,310 | 29,192 | .. |
| Do. 31st Dec. 1910 .. .. | 3,163,919 | 65,853 | 30,617 | 35,236 | .. |
| Do. 31st Dec. 1911 .. .. | 2,390,016 | 54,123 | 34,028 | 20,095 | .. |
| Do. 31st Dec. 1912 .. .. | 2,528,825 | 55,571 | 31,953 | 23,618 | .. |
| Do. 31st Dec. 1913 .. .. | 3,127,997 | 64,049 | 32,441 | 31,608 | .. |
| Do. 31st Dec. 1914 .. .. | 3,336,685 | 65,197 | 36,014 | 29,183 | .. |
| Do. 31st Dec. 1915 .. .. | 3,361,744 | 73,410 | 35,002 | 38,408 | .. |
| Do. 31st Dec. 1916 .. .. | 3,409,241 | 85,407 | 37,571 | 47,836 | .. |
| Do. 31st Dec. 1917 .. .. | 2,944,353 | 67,356 | 41,363 | 25,996 | .. |
| Do. 31st Dec. 1918 .. .. | 1,933,943 | 73,386 | 41,640 | 31,746 | .. |
| Do. 31st Dec. 1919 .. .. | 2,910,991 | 86,189 | 46,154 | 40,035 | .. |
| Do. 31st Dec. 1920 .. .. | 3,027,873 | 1,06,901 | 70,146 | 36,755 | .. |
| Do. 31st Dec. 1921 .. .. | 3,407,858 | 1,54,071 | 70,208 | 83,863 | .. |
| Do. 31st Dec. 1922 .. .. | 3,517,691 | 1,60,333 | 76,399 | 83,934 | .. |
| Do. 31st Dec. 1923 .. .. | 2,692,835 | 1,24,179 | 76,939 | 47,240 | .. |
| Do. 31st Dec. 1924 .. .. | 2,365,531 | 1,16,002 | 72,034 | 43,968 | .. |
| Do. 31st Dec. 1925 .. .. | 2,111,055 | 1,09,375 | 69,703 | 39,672 | .. |
| Do. 31st Dec. 1926 .. .. | 1,785,602 | 1,08,621 | 68,203 | 40,418 | .. |
| Do. 31st Dec. 1927 .. .. | 1,573,756 | 1,33,382 | 74,855 | 58,527 | .. |
| Do. 31st Dec. 1928 .. .. | 1,991,021 | 1,13,092 | 71,963 | 41,129 | .. |
| Do. 31st Dec. 1929 .. .. | 1,825,481 | 1,02,578 | 69,338 | 33,240 | .. |

*Statement showing the total Measurement of Bales and Miscellaneous Packages, with Receipts for the years* 1913 to 1929.

| Years. | Nett Bales certified. | | | | Nett Miscellaneous Articles. | | | | Nett Round Logs. | | | | Extra Fees. | | | | Nett Totals. | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Number of Bales. | Nett Fees. | | | Number of Packages. | Nett Fees. | | | Number of Logs. | Nett Fees. | | | Articles certified. | Amount. | | | Packages. | Nett Fees. | | |
| | | Rs. | a. | p. | | Rs. | a. | p. | | Rs. | a. | p. | | Rs. | a. | p. | | Rs. | a. | p. |
| 1913 | 2,843,348 | 44,427 | 5 | 0 | 284,618 | 18,896 | 6 | 0 | 31 | 15 | 8 | 0 | .. | 710 | 9 | 3 | 3,127,997 | 64,049 | 12 | 3 |
| 1914 | 3,099,996 | 48,437 | 7 | 0 | 236,676 | 15,872 | 8 | 6 | 13 | 6 | 8 | 0 | .. | 880 | 12 | 6 | 3,336,685 | 65,197 | 4 | 0 |
| 1915 | 2,985,392 | 46,646 | 7 | 0 | 396,352 | 25,421 | 1 | 9 | .. | .... | | | .. | 1,342 | 9 | 9 | 3,361,744 | 73,410 | 7 | 6 |
| 1916 | 2,872,260 | 44,879 | 1 | 0 | 536,981 | 38,340 | 15 | 9 | .. | .... | | | .. | 2,187 | 11 | 3 | 3,409,241 | 85,407 | 12 | 0 |
| 1917 | 2,575,480 | 40,241 | 14 | 0 | 368,873 | 27,110 | 4 | 9 | .. | .... | | | .. | 4 | 11 | 0 | 2,944,353 | 67,356 | 13 | 9 |
| 1918 | 1,361,026 | 21,266 | 0 | 6 | 572,917 | 39,263 | 11 | 0 | .. | .... | | | .. | 12,856 | 12 | 9 | 1,933,943 | 73,386 | 8 | 3 |
| 1919 | 2,219,969 | 34,687 | 0 | 3 | 690,960 | 47,002 | 11 | 3 | 62 | 31 | 0 | 0 | .. | 4,469 | 1 | 3 | 2,910,991 | 86,189 | 12 | 9 |
| 1920 | 2,461,224 | 50,540 | 0 | 0 | 566,474 | 54,005 | 12 | 6 | 175 | 87 | 8 | 0 | .. | 2,268 | 8 | 6 | 3,027,873 | 1,06,901 | 13 | 0 |
| 1921 | 2,884,521 | 88,578 | 12 | 6 | 573,280 | 63,370 | 8 | 9 | 57 | 28 | 8 | 0 | .. | 2,093 | 6 | 0 | 3,407,858 | 1,54,071 | 3 | 3 |
| 1922 | 2,942,899 | 91,965 | 9 | 6 | 574,697 | 63,748 | 13 | 3 | 95 | 47 | 8 | 0 | .. | 4,571 | 7 | 0 | 3,517,691 | 1,60,333 | 5 | 9 |

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1923 | 2,024,508 | 63,205 | 14 | 0 | 668,323 | 57,951 | 2 | 3 | 4 | 2 | 0 | 0 | 2,960 | 7 | 6 | 2,092,835 | 1,24,179 | 7 | 9 |
| 1924 | 1,723,813 | 53,869 | 2 | 6 | 611,785 | 58,174 | 5 | 9 | .. | .... | | .. | 3,834 | 0 | 0 | 3,365,659 | 2,15,877 | 8 | 3 |
| 1925 | 1,579,403 | 49,350 | 5 | 6 | 531,652 | 55,700 | 2 | 6 | .. | .... | | .. | 4,318 | 7 | 6 | 2,11,065 | 1,09,374 | 15 | 6 |
| 1926 | 1,254,587 | 39,205 | 3 | 6 | 531,015 | 63,323 | 9 | 0 | .. | .... | | .. | 6,001 | 7 | 6 | 1,785,602 | 1,06,620 | 14 | 0 |
| 1927 | 996,542 | 31,141 | 0 | 0 | 577,244 | 68,542 | 0 | 6 | .. | .... | | .. | 33,699 | 10 | 0 | 1,553,756 | 1,33,382 | 10 | 0 |
| 1928 | 1,480,555 | 46,267 | 5 | 6 | 510,388 | 60,803 | 15 | 0 | 78 | 39 | 0 | 0 | 5,081 | 3 | 0 | 1,901,021 | 1,13,004 | 10 | 6 |
| 1929 | 1,328,947 | 41,528 | 10 | 6 | 496,505 | 58,565 | 3 | 0 | 59 | 29 | 8 | 0 | 2,455 | 0 | 6 | 1,825,494 | 1,02,578 | 6 | 0 |

# BOMBAY CHAMBER OF COMMERCE.

## *Balance Sheet as at 31st December 1929.*

| LIABILITIES. | Rs. a. p. | Rs. a. p. | ASSETS. | Rs. a. p. | Rs. a. p. |
|---|---|---|---|---|---|
| Sundry Creditors— | | | Value of Office Furniture as per last Balance Sheet .. | 7,074 0 0 | |
| | | | *Add*—Additions during the year .. .. .. . | 1,914 4 0 | |
| Bank overdraft .. .. | .... | 13,685 12 10 | | 8,988 4 0 | |
| | | | *Less*—Depreciation at 10 per cent. written off this year.. | 977 6 0 | |
| Auditors' Fee and bills for statistical and miscellaneous printing, stationery, Books and Periodicals, Contribution to the Provident Fund, &c., for December 1929 unpaid .. | .... | 9,357 3 10 | | | 8,010 14 0 |
| | | | Cost of Office Motor Car as per last Balance Sheet .. | 2,938 8 0 | |
| | | | *Less*—Depreciation at 25 per cent. written off this year.. | 979 8 0 | |
| | | | | | 1,959 0 0 |
| Advance received against Arbitration disputes :— | | | Cost of Statistical Department Furniture (Cyclostyling Machines, Typewriters, etc.), as per last Balance Sheet .. .. .. .. .. | 301 10 0 | |
| | | | *Add*—Additions during the year .. .. .. | 42 0 0 | |
| Arbitration Fee .. | 485 0 0 | | | 343 10 0 | |
| Stamp Duty Deposit .. | 100 0 0 | | *Less*—Depreciation at 25 per cent. written off this year | 125 2 0 | |
| | | 585 0 0 | | | 218 8 0 |
| | | | INVESTMENTS. | Value on 31st December 1929. | Cost Price. |
| Chamber of Commerce Accumulated Fund— | | | | | |
| | | | | Rs. a. p. | Rs. a. p. |
| Balance on 31st December 1928 | 1,63,401 4 7 | | 5 per cent. 1939-44 Loan for Rs. 85,300 .. .. .. .. | 81,994 10 0 | 82,314 8 0 |
| *Add*—Excess of Income over Expenditure .. | 3,137 7 11 | | 5 per cent. Government 1935 Bonds for Rs. 20,800 .. .. .. | 20,332 0 0 | 20,384 0 0 |
| | | | 5 per cent. Government Income Tax Free Loan, 1945-55, for Rs. 71,000. | 71,843 2 0 | 71,000 0 0 |
| | | | | 1,74,169 12 0 | |
| | | | *Deduct*—Appreciation .. | 471 4 0 | |
| | | 1,66,538 12 6 | | 1,73,698 8 0 | 1,73,698 8 0 1,73,698 8 0 |

| | | | | | |
|---|---|---|---|---|---|
| | | | Interest accrued but not received on the Chamber's Investments up to 31st December 1929 .. .. | .... | 2,997 11 4 |
| | | | Cost of 40 Shares of the Bombay Telephone Company, Limited .. .. .. .. .. | .... | 1,730 0 0 |
| | | | Cash Deposit with the Government of India, Central Publication Branch, Calcutta .. .. .. | .... | 100 0 0 |
| | | | Cash in hand .. .. .. .. .. .. | .... | 1,452 3 10 |
| Total Rs. .. | .... | 1,90,166 13 2 | Total Rs. .. | .... | 1,90,166 13 2 |

I beg to report that I have audited the balance sheet of the Bombay Chamber of Commerce as above set forth, and have obtained all the information and explanations required. In my opinion this balance sheet is drawn up in conformity with the law and exhibits a true and correct view of the state of the Chamber's affairs according to the best of my information, and the explanations given to me, and as shown by the books of the Chamber.

G. L. WINTERBOTHAM,
*President.*

P. BARKER,
*Member of Committee.*

C. R. SHARP,
*Chartered Accountant,*
*Auditor.*

R. SULIVAN,
*Secretary.*

BOMBAY, *7th February* 1930.

# BOMBAY CHAMBER OF COMMERCE

Dr. *Income and Expenditure Account for the year ended 31st December 1929.* Cr.

| EXPENDITURE. | Rs. | a. | p. | Rs. | a. | p. | INCOME. | Rs. | a. | p. | Rs. | a. | p. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| To— | | | | | | | By— | | | | | | |
| Contribution towards publication of Weather and Crop Reports for the year 1929 .. .. .. .. | 500 | 0 | 0 | | | | Subscriptions— | | | | | | |
| Subscription to Weather and Crop Reports .. .. .. .. | 64 | 0 | 0 | | | | Chamber Membership .. | 59,940 | 0 | 0 | | | |
| Donation to the Sydenham College of Commerce and Economics .. | 1,500 | 0 | 0 | | | | Associate Membership .. | 3,000 | 0 | 0 | | | |
| Membership Subscription to the Federation of Chambers of Commerce of the British Empire .. | 29 | 1 | 0 | | | | Statistical Returns .. | 55,133 | 14 | 0 | | | |
| Membership Subscription to the Associated Chambers .. .. | 640 | 0 | 0 | | | | Statistical Miscellaneous receipts .. .. .. | 3,772 | 4 | 0 | | | |
| Share of Expenses in connection with the Associated Chambers' offices at Delhi and Simla .. | 1,655 | 4 | 0 | | | | Measurement Fees .. .. | 1,02,578 | 6 | 0 | | | |
| | | | | 4,388 | 5 | 0 | | | | | 2,24,424 | 8 | 0 |
| Office Salaries .. .. .. | 62,411 | 4 | 0 | | | | Balance of Receipts over Expenditure on Arbitration Fees .. .. .. | 1,161 | 0 | 0 | | | |
| Office Rent .. .. .. .. | 8,100 | 0 | 0 | | | | | | | | | | |
| Printing Miscellaneous Papers, Annual Report for 1928, &c. .. | 9,762 | 6 | 0 | | | | | | | | | | |
| Advertisements .. .. .. | 30 | 0 | 0 | | | | Fees for issuing Certificates of Origin, etc. .. .. | 2,222 | 0 | 0 | | | |
| Books and Periodicals .. .. | 1,313 | 15 | 1 | | | | | | | | | | |
| Stationery .. .. .. .. | 1,941 | 7 | 4 | | | | | | | | | | |
| General Charges .. .. .. | 2,565 | 11 | 9 | | | | | | | | | | |
| Telephone Charges .. .. .. | 740 | 0 | 0 | | | | Fees for issuing Certificates of *Force Majeure* .. .. | 75 | 0 | 0 | | | |
| Fire Insurance Premium .. .. | 14 | 1 | 0 | | | | | | | | 3,458 | 0 | 0 |
| Contribution, Interest, &c., paid to the Provident Fund .. .. | 12,080 | 1 | 8 | | | | Miscellaneous Receipts .. | .... | | | 376 | 0 | 0 |
| Law Charges .. .. .. .. | 1,230 | 0 | 0 | | | | | | | | | | |
| Auditors' Fee .. .. .. | 250 | 0 | 0 | | | | Interest on Investments .. | .... | | | 9,341 | 7 | 8 |
| Cost of Petrol, oil, etc., for and upkeep of the Office Motor Car .. | 2,452 | 0 | 6 | | | | Dividends .. .. .. | .... | | | 80 | 0 | 0 |
| Port Trust Ground Rent .. .. | 100 | 0 | 0 | | | | | | | | | | |
| Depreciation written off on the cost of Office Motor Car .. .. | 979 | 8 | 0 | | | | Premia on Investments converted .. .. .. | .... | | | 1,579 | 6 | 0 |

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Depreciation written off on the cost of Office Furniture .. .. | 977 | 6 | 0 | | | | | | |
| | | | | 1,04,947 | 13 | 4 | | | |
| Statistical Department expenses— | | | | | | | | | |
| Salaries of the Staff .. .. | 21,364 | 3 | 0 | | | | | | |
| Cost of cyclostyling returns .. | 9,454 | 9 | 0 | | | | | | |
| Printing Returns .. .. .. | 22,648 | 12 | 0 | | | | | | |
| Contribution to the Railways .. | 2,677 | 10 | 0 | | | | | | |
| Books and Periodicals .. .. | 120 | 13 | 0 | | | | | | |
| Stationery .. .. .. .. | 476 | 13 | 0 | | | | | | |
| Petty charges .. .. .. | 383 | 12 | 6 | | | | | | |
| Depreciation written off on the cost of typewriters, cyclostyling machines, etc. .. .. .. | 125 | 2 | 0 | | | | | | |
| | | | | 57,251 | 10 | 6 | | | |
| Measurement Department expenses— | | | | | | | | | |
| Salaries of the Staff .. .. | 64,343 | 0 | 0 | | | | | | |
| Printing charges .. .. .. | 1,007 | 8 | 0 | | | | | | |
| Stationery .. .. .. .. | 283 | 10 | 6 | | | | | | |
| Telephone rent .. .. .. | 290 | 0 | 0 | | | | | | |
| Petty charges .. .. .. | 423 | 9 | 0 | | | | | | |
| Bonus .. .. .. .. | 2,510 | 2 | 2 | | | | | | |
| Pensions and Gratuities .. .. | 480 | 0 | 0 | | | | | | |
| | | | | 69,337 | 13 | 8 | | | |
| Statutory Commission Expenses .. | .... | | | 132 | 5 | 0 | | | |
| Interest on overdraft .. .. | .... | | | 63 | 14 | 3 | | | |
| | | | | 2,36,121 | 13 | 9 | | | |
| Balance being excess of Income over Expenditure transferred to Chamber's Balance Sheet .. .. | .... | | | 3,137 | 7 | 11 | | | |
| Total Rs. .. | .... | | | 2,39,259 | 5 | 8 | Total Rs. .. | | 2,39,259 5 8 |

Examined and found correct.

C. R. SHARP,
*Chartered Accountant,*
*Auditor.*

G L. WINTERBOTHAM,
*President.*

P. BARKER,
*Member of Committee.*

R. SULIVAN,
*Secretary.*

BOMBAY, *7th February* 1930.

# THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND.

*Statement of Accounts from 1st January to 31st December 1929.*

| | Rs. a. p. | Rs. a. p. | Rs. a. p. |
|---|---|---|---|
| By Balance at Credit of this account on 31st December 1928 .. .. | .... | .... | 2,26,575 5 7 |
| *Add* | | | |
| Subscriptions received from Members .. .. .. .. .. | .... | 11,438 5 4 | |
| Contributions paid by the Chamber of Commerce .. .. .. | .... | 11,438 5 4 | |
| Interest .. .. .. .. .. .. .. .. .. | .... | 10,395 4 5 | 33,271 15 1 |
| | | | 2,59,847 4 8 |
| *Deduct*— | | | |
| Claims paid to Members .. .. .. .. .. .. .. | .... | .... | 7,515 1 2 |
| To Balance at Credit of this Account on 31st December 1929 .. | .... | .... | 2,52,332 3 6 |
| *Add*—Amount of Reserve Fund against Depreciation on Investments as per last Statement .. .. .. .. .. .. | .... | 1,136 10 0 | |
| *Add*—Forfeitures and Premia on securities converted during the year. | .... | 1,330 8 7 | 2,467 2 7 |
| | | | 2,54,799 6 1 |
| Held thus— | | | |
| INVESTMENTS. | Value on 31st December 1929. Rs. a. p. | Cost Price. Rs. a. p. | |
| 3½ per cent. Government Promissory Notes of the Loans of 1854-55 and 1900-01 for Rs. 6,000 .. .. .. .. .. .. | 4,070 4 0 | 4,925 0 0 | |
| 4 per cent. City of Bombay Improvement Trust Bonds for Rs. 32,000 .. .. .. .. .. .. .. .. | 23,360 0 0 | 31,420 0 0 | |
| 4 per cent. Port Trust Bonds for Rs. 24,000 .. .. .. .. | 18,390 0 0 | 23,863 12 0 | |
| 4 per cent. Bombay Municipal Bonds for Rs. 3,500 .. .. | 2,975 0 0 | 3,627 8 0 | |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 5 per cent. Bombay Municipal Water Works Debenture Loan for Rs. 10,000 .. .. .. .. .. .. .. .. | 9,100 | 0 | 0 | 10,000 | 0 | 0 | | |
| 5 per cent. Government Loan, 1929-47 Bonds, for Rs. 15,000 .. | 14,437 | 8 | 0 | 14,971 | 14 | 0 | | |
| 5 per cent. Government Loan, 1939-44 Bonds, for Rs. 23,500 .. | 22,589 | 0 | 0 | 22,877 | 8 | 0 | | |
| 5 per cent. Government Ten Year Income-Tax Free Bonds, 1933, for Rs. 12,000 .. .. .. .. .. .. .. .. | 12,030 | 0 | 0 | 12,030 | 0 | 0 | | |
| 5 per cent. Government Income-Tax Free Loan, 1945-55, for Rs. 64,000 .. .. .. .. .. .. .. .. | 64,760 | 0 | 0 | 63,228 | 2 | 0 | | |
| 4 per cent. Government Loan, 1960-70, for Rs. 15,400 .. .. | 11,935 | 0 | 0 | 13,765 | 4 | 0 | | |
| 4½ per cent. Government Loan, 1955-60, for Rs. 16,000 .. .. | 13,860 | 0 | 0 | 15,040 | 0 | 0 | | |
| 5 per cent. Government Loan, 1935 Bonds, for Rs. 16,100 .. .. | 15,737 | 12 | 0 | 15,778 | 0 | 0 | | |
| 4 per cent. Government Loan, 1934-37 Bonds, for Rs. 8,500 .. | 7,660 | 10 | 0 | 7,703 | 2 | 0 | | |
| | 2,20,911 | 8 | 0 | | | | | |
| *Add*—Depreciation in Value of the above Securities partly covered by the above Reserve Fund .. .. .. .. .. .. | 18,118 | 10 | 0 | | | | | |
| | 2,39,030 | 2 | 0 | 2,39,030 | 2 | 0 | | |
| Amount due by Members .. .. .. .. .. .. .. | .... | | | 4,140 | 0 | 0 | | |
| Amount due by the Chamber .. .. .. .. .. .. | .... | | | 6,326 | 12 | 4 | | |
| Cash in the Imperial Bank of India .. .. .. .. .. .. | .... | | | 5,302 | 7 | 9 | | |
| | | | | | | | 2,54,799 | 6 1 |

Examined and found correct.

C. R. SHARP,
*Chartered Accountant,*
*Auditor.*

BOMBAY, *7th February* 1930.

G. L. WINTERBOTHAM,
*President.*

P. BARKER,
*Member of Committee.*

R. SULIVAN,
*Secretary.*

OF THE

# Bombay Chamber of Commerce.

1. The name of the Association is "THE BOMBAY CHAMBER OF COMMERCE."

2. The Registered Office of the Association will be situated in the Province of Bombay.

3 The objects for which the Association is established are:—

(1) To encourage and promote a friendly feeling and unanimity among commercial men on all subjects involving their common good.

(2) To promote and protect the trade, commerce and manufactures of India and in particular the trade, commerce and manufactures of the Bombay Presidency.

(3) To watch over and protect the general commercial interests of India or any part thereof and the interests of persons engaged in trade, commerce or manufacture in India and in particular in the Bombay Presidency.

(4) To consider all questions connected with trade, commerce and manufactures.

(5) To collect and circulate statistics and other information relating to trade, commerce and manufactures.

(6) To promote or oppose legislative and other measures affecting trade, commerce and manufactures.

(7) To adjust controversies between members of the Association.

(8) To arbitrate in the settlement of disputes arising out of commercial transactions between parties willing or agreeing to abide by the judgment and decision of the Association.

(9) To establish just and equitable principles in trade.

(10) To form a code or codes of practice to simplify and facilitate transactions of business.

(11) To maintain uniformity in rules, regulations and usages of trade.

(12) To communicate with Chambers of Commerce and other mercantile and public bodies throughout the world, and concert and promote measures for the protection of trade, commerce and manufactures and persons engaged therein.

(13) To acquire by purchase, take on lease, or otherwise lands and buildings and all other property movable and immovable which the Association, for the purposes thereof, may from time to time think proper to acquire.

(14) To sell, improve, manage, develop, exchange, lease or let, underlease, sublet, mortgage, dispose of, turn to account or otherwise deal with, all or any part of the property of the Association.

(15) To construct upon any premises acquired for the purposes of Association any building or buildings for the purposes of the Association and to alter, add to, or remove, any building upon such premises.

(16) To borrow or raise any moneys required for the purposes of the Association upon such terms and in such manner and on such securities as may be determined, and in particular by the issue of debentures or debenture stock charged upon all or any of the property of the Association.

(17) To subscribe to, become a member of, and co-operate with any other Association, whether incorporated

or not, whose objects are altogether or in part similar to those of this Association, and to procure from and communicate to any such Association such information as may be likely to forward the objects of this Association.

(18) To establish and support, or aid in the establishment and support of associations, institutions, funds of trusts calculated to benefit employees or ex-employees of the Association, or the dependants or connections of such persons, and to grant pensions and allowances and to make payments towards insurance, and to subscribe, donate or guarantee money for any charitable, patriotic or benevolent purposes or for any exhibition or for any public, general or useful object.

(19) To pay out of the funds of the Association the costs, charges and expenses preliminary and incident to the formation, establishment and registration of the Association, or of any other Association, and all expenses which the Association may lawfully pay, having regard to the provisions of the Indian Companies Act, 1913, of or incident to the raising of money for the Association, including brokerage and commissions for obtaining applications for, or taking, placing, or underwriting Debentures or Debenture Stock.

(20) To give to any person, firm or company the right to apply for or guarantee the subscription of, at any time, any of the Debentures, Debenture Stock, or other Securities of the Association at any price or consideration to be agreed upon by the Committee for the time being of the Association and to annex any conditions or stipulations to such right of application as the said Committee may think proper.

(21) To do all such other things as may be necessary for or incidental or conducive to the extension of trade, commerce or manufacture, or the attainment of the above objects or any of them.

4. The income and property of the Association whencesoever derived shall be applied solely towards the promotion of the objects of the Association as set forth in the Memorandum of Association and no portion thereof shall be paid or transferred directly or indirectly by way of dividend or bonus or otherwise howsoever by way of profit to the persons who at any time are or have been members of the Association or to any of them or to any person claiming through any of them. Provided that nothing herein contained shall prevent the payment in good faith of remuneration to any officers or servants of the Association or to any member thereof or other person in return for any service actually rendered to the Association or the payment of interest on money borrowed from any member of the Association.

5. The fourth paragraph of this Memorandum is a condition on which a license is granted by the Government of Bombay to the Association in pursuance of Section 26 of the Indian Companies Act, 1913.

6. The liability of the members is limited but if any member of the Association pays or receives any dividend, bonus or other profit in contravention of the fourth paragraph of this Memorandum his liability shall be unlimited.

7. Every member of the Association undertakes to contribute to the assets of the Association in the event of its being wound up during the time that he is a member, or within one year afterwards, for payment of the debts and liabilities of the Association contracted before the time at which he ceases to be a member, and of the costs, charges and expenses of winding up the same, and for the adjustment of the rights of the contributories amongst themselves such amount as may be required, not exceeding Rs. 50, or, in case of his liability becoming unlimited

such other amount as may be required in pursuance of the last preceding paragraph of this Memorandum.

8. If upon the winding up or dissolution of the Association there remains, after the satisfaction of all its debts and liabilities any property whatsoever, the same shall not be paid to or distributed among the members of the Association, but shall be given or transferred to some other institution or institutions having objects similar to the objects of the Association, to be determined by the members of the Association at or before the time of dissolution and in default thereof by such Judge of the High Court of Judicature at Bombay as may have or acquire jurisdiction in the matter.

We, the several persons whose names and addresses are subscribed, are desirous of being formed into an Association in pursuance of this Memorandum of Association.

| Names, Addresses and Descriptions of Subscribers. | Name, Address and Description of Witness. |
|---|---|
| L. S. HUDSON,<br>Ballard Road, Bombay, Merchant.<br>V. A. GRANTHAM,<br>Forbes Building, Home Street, Bombay, Merchant.<br>H. F. E. FREELAND,<br>Agent's Office, Bombay, Baroda and Central India Railway, Bombay.<br>T. E. CUNNINGHAM,<br>16, Bank Street, Bombay, Merchant.<br>C. H. GOODALL,<br>9, Wallace Street, Bombay, Merchant.<br>A. K. GRAHAM,<br>Graham's Building, Parsee Bazar Street, Bombay, Merchant.<br>J. MULLER,<br>1, Rampart Row, Bombay, Merchant.<br>G. C. RICHARDSON,<br>Parel Road, Byculla, Bombay, Merchant.<br>W. P. G. TAGGART,<br>Esplanade Road, Bombay, Banker. | Witness to these signatures—<br>C. B. SAYER,<br>Secretary, Bombay Chamber of Commerce, Bombay. |

Dated this 21st day of May 1924.

# ARTICLES OF ASSOCIATION

OF THE

# Bombay Chamber of Commerce.

*Adopted by Special Resolution of the Chamber passed at a Special General Meeting held on the twenty-first day of May* 1924.

(*Amended at a Special General Meeting held on the 5th March* 1929, *and confirmed at a Special General Meeting held on the 20th March* 1929.)

## PRELIMINARY.

1. In these Articles, unless there be something in the subject or context inconsistent therewith—

"The Chamber" means "The Bombay Chamber of Commerce" incorporated under Section 26 of the Indian Companies Act, 1913.

"Member" means a member of the Chamber.

"General Meeting" means a general meeting of the Chamber.

"The President" means the President of the Chamber.

"The Vice-President" means the Vice-President of the Chamber.

"The Committee" means the Committee of the Chamber elected in the manner prescribed by these Articles.

"The Secretary" means the Secretary to the Chamber.

"British Subject" for the purposes of these Articles means :—

(*a*) Any person born within His Majesty's dominions and allegiance whose parents were natural-born or

naturalized British subjects, provided that such naturalized parents have entirely renounced all allegiance to any foreign State.

(*b*) Any person born out of His Majesty's dominions whose parent were natural-born British subjects.

2. For the purpose of registration the Chamber is declared to consist of 200 members.

3. The Committee may, when they think fit, register an increase of Members.

4. The Chamber is established for the purposes expressed in the Memorandum of Association.

MEMBERS.

5. There shall be three classes of members, namely, Chamber Members, Associate Members and Honorary Members.

6. Every individual, firm, joint stock company, or other corporation respectively who or which was a Chamber or an Associate Member of the Chamber on the 29th day of February 1924, shall *ipso facto* and without election be a Chamber or an Associate Member, as the case may be, of the Chamber.

7. Merchants, bankers, shipowners, representatives of commercial, railway and insurance companies, brokers and persons engaged in commerce, agriculture, mining or manufacture and persons engaged in or connected with art, science, literature or law, who are British subjects shall be eligible for election as Chamber Members.

8. Every person not being a British subject similarly engaged or interested shall be eligible for election as an Associate Member.

9. Any firm engaged in commerce, agriculture, mining or manufacture and any joint-stock company or other corporation formed for any purpose or object connected with commerce, agriculture, mining or manufacture, may be admitted as a member of the Chamber and the provisions of these Articles relating to persons being candidates for membership and to persons being members of the Chamber shall, where not excluded by the context, apply to firms, joint-stock companies and other corporations, *mutatis mutandis*, subject nevertheless to the following conditions, namely :—

(*a*) Any firm of which all the members are British subjects and any company or corporation of British registration and management shall be eligible for admission as a Chamber Member.

(*b*) Any other firm, company or corporation shall be eligible for admission as an Associate Member.

(*c*) Any firm, company or corporation being a Chamber Member other than a firm, company or corporation elected prior to the 25th March 1918, shall be deemed ineligible to continue a Chamber Member if, in the case of a firm, it shall cease to be composed entirely of partners who are British subjects and in the case of a company or corporation, it shall cease to be of British registration and management and upon the happening of any such events as aforesaid, the firm, company or corporation shall immediately give notice thereof to the Secretary and the name of the firm, company or corporation shall be struck off the list of Chamber Member and entered in the list of Associate Members.

(*d*) Any firm, company or corporation which is a candidate for membership as a Chamber Member shall

send with the proposal form provided for by Article 13 of these Articles a declaration, in the case of a firm, by one of the partners of the firm and in the case of a company or corporation, by one of its Directors, or, in either case, by any manager or officer of any such firm, company or corporation duly authorized by power-of-attorney that the firm, company or corporation, as the case may be, is eligible for election as a Chamber Member.

(*e*) All persons, firms, companies and corporations whose names shall appear in the register of the Chamber shall be entitled to attend or be represented at the meetings of the Chamber, but only those persons, firms, companies or corporations who or which shall have been admitted to membership as Chamber Members shall be entitled to vote.

10. An Associate Member shall not be entitled to vote for any purpose whatever, nor to hold any office in the Chamber, except as a member of a Sub-Committee of the Chamber whereon he may vote. Subject as above Associate Members shall be entitled to all the privileges of Chamber Members.

11. Any firm, joint-stock company, or other corporation eligible for election as a Chamber or Associate Member may become a Chamber or Associate Member in their conventional or corporate name.

12. The rights and privileges of membership may, in the case of a firm elected in their conventional name as a member of either class, be exercised by any partner in such firm, or by any person authorized by power-of-attorney or letter of procuration to sign the name of the firm, or to sign such name per procuration, and may, in the case of a joint-stock company

or other corporation elected a member in its corporate name, be exercised by any responsible officer of such company or corporation.

13. A candidate for election either as a Chamber or Associate Member whether an individual, a firm or joint-stock company or other corporation shall be proposed by one and seconded by another Chamber Member. The proposal form shall be sent to the Secretary, and shall state the name in full of the candidate, and in the case of a firm, the names of the partners thereof, their address, business and nationality, and if British, whether natural-born or naturalized, and if naturalized, their previous nationality and date of naturalization. If the candidate is a joint-stock company or other corporation the proposal form shall set out the nationalities of the Directors, Agents, and/or Managers, and shall state whether they are of British registration and management. In case the candidate shall have been previously proposed and not elected, the fact shall be stated and the number of times if more than one. In the event of the candidate being elected and it appearing subsequently at any time, to the satisfaction of the Committee, that any statement contained in such proposa lform was incorrect in any materia particular, the Committee may cancel the election and the member shall thereupon cease to be a member of the Chamber, but may be proposed and seconded again.

14. Upon receipt of an application for admission as set forth in Article 13 as a member of either class, the Secretary shall bring it before the Committee hereafter mentioned at their next meeting, when, if the candidate be eligible for election, the following provisions shall have effect, namely :—

(*a*) At least 3 days' notice shall be given to all Chamber Members stating the name of the candidate, together with the name of his proposer and seconder and the dates of the opening and closing of the

ballot. Voting shall be by papers signed by the Members and placed in the box provided for the purpose. Votes will be received up to 3 p.m. on the date fixed for the closing of the ballot. No vote by proxy shall be allowed.

(*b*) The ballot shall be open for seven consecutive days (exclusive of Sunday and all holidays under the Negotiable Instruments Act) which shall be fixed by the Committee.

(*c*) After 3 p.m. on the date fixed for the closing of the ballot, the ballot box shall be opened by the Secretary of the Chamber in the presence of a member of the Committee, nominated by the Committee for this purpose, who shall jointly declare in writing the result of the voting.

(*d*) No ballot shall be valid unless at least one-fourth of the Chamber Members shall have recorded their votes and one negative vote in every six votes recorded shall exclude.

(*e*) If the candidate shall be duly elected, his election shall be notified to him by the Secretary, and upon payment of his subscription, but not before, the candidate shall be entitled to the privileges and advantages of the Chamber according to his class of membership.

(*f*) No person, firm or joint-stock company who or which on ballot has been excluded, shall be again proposed as a member of either class until after the lapse of six months from the date of ballot.

15. The Committee shall decide any question which may arise to the eligibility or otherwise under these Articles of any candidate for admission as a member of either class and their decision shall be final.

16. Except as hereinbefore provided a firm shall not cease to be a member by reason only of a change in the constitution of the firm occasioned by the admission or retirement or death of a partner provided the business of the firm is continued in the conventional name in which such firm was elected a member.

17. A firm, joint-stock company or other corporation shall cease to be a member upon any change being made in the conventional or corporate name of the firm, company or corporation.

18. Any member may withdraw from the Chamber on the 30th June or the 31st December in each year by giving not less than one calendar month's notice in writing to the Secretary or the intention of such member so to do, and upon the expiration of the notice such member shall cease to be a member. In the case of a member resigning on the 30th June of any year the Committee may at their discretion waive the subscription due by the member for the last six months of that year.

19. A member being a firm shall cease to be a member of the Chamber if the firm shall be adjudicated insolvent. A member being a company or corporation shall cease to be a member if an effective resolution shall be passed or an order made by a competent Court for the winding up of the company or corporation.

19A. Any individual firm, company or corporation being a Member shall be deemed to be ineligible to continue as, and shall *ipso facto* cease to be a Member, if the individual, or, in the case of a firm, any member or members thereof is or are a subject or subjects of a State which is at any time at war with Great

Britain or the British Empire, and in the case of a company or corporation, if that company or corporation be incorporated or constituted under the laws of a State which is at any time at war with Great Britain or the British Empire.

20. The annual subscription of each Chamber Member shall be Rs. 360 and of each Associate Member Rs. 300. Members of either class elected after the 30th June in any year shall pay half the above amounts for the remainder of that year. The first subscription of each new member shall be due on election and all other subscriptions shall be due on the 1st January in each year but may be made payable half-yearly.

21. Honorary Members shall not be required to subscribe to the funds of the Chamber.

22. Any member whose subscription shall be three months in arrear, and who shall not pay such arrears within one month after written notice calling for such payment, shall cease to be a member and the name of such defaulting member shall be removed by the Committee from the list of members. A member whose subscription is three months in arrear may not vote, and if he votes his vote shall not be counted.

23. A majority of three-fourths of the Chamber Members present and entitled to vote and voting at an annual or special general meeting of the Chamber may by resolution expel any member of either class. Any such person, firm, company or corporation shall, from the passing of such resolution, cease to be a member of the Chamber.

24. A firm or joint-stock company or other corporation which shall be expelled under the last preceding Article shall be eligible for re-election after the expiry of one year from the date of expulsion provided not less than three Chamber Members in addition to the proposer and seconder concur in the proposal for re-election.

25. An individual who shall be expelled under Article 23 shall not be eligible for re-election.

26. Any member who shall by any means cease to be a member shall nevertheless remain liable for and shall pay to the Chamber all moneys which at the time of such member ceasing to be a member may be due from such member to the Chamber.

## Honorary Members.

27. Officials and others indirectly connected with the trade, commerce or manufactures of India or who may have rendered distinguished service to the interests represented by the Chamber may be elected by the Committee Honorary Members of the Chamber.

28. Strangers visiting the Presidency may be admitted by the Committee as Honorary Members for a period not exceeding two months on the proposal of any Chamber Member whether a member of the Committee or not.

29. Honorary Members shall be entitled to receive the last published report of the Committee and to attend and speak but not to vote at any general meeting held during their membership and may upon the invitation of the President, Vice-President or Chairman, as the case may be, attend under the like conditions any meeting of the Committee or of any departmental Committee or Sub-Committee.

## Register of Members.

30. A list or register of members shall be kept in which shall be set forth the names, nationalities (in the case of a company or corporation the place of registration) and address of the members, Chamber, Associate and Honorary, for the time being, and in which all changes in membership from time to time taking place shall be recorded. The Committee shall at any time

be empowered to call upon any member being a firm to declare the nationalities of the partners for the time being constituting the firm and being a company or corporation of the Directors for the time being thereof whether admitted to membership as a Chamber Member or as an Associate Member.

## Officers.

31. There shall be the following officers of the Chamber, namely, a President, Vice-President, seven Ordinary Members of Committee, a Secretary, an Assistant Secretary and an Auditor. The officers of the Chamber, with the exception of the Secretary, Assistant Secretary and Auditor, shall act without remuneration.

32. The Committee shall ordinarily consist of nine members, namely, the President and Vice-President who shall be elected and seven other Members, who shall be nominated as in these Articles provided.

33. The following shall be the first officers of the Chamber, namely :—

*President* :—L. S. Hudson, Esq., M.L.C.

*Vice-President* :—V. A. Grantham, Esq., M.L.C.

*Ordinary Members of the Committee* :—

1. Major-General Sir Henry Freeland, K.C.I.E., C.B., D.S.O., M.V.O.
2. T. E. Cunningham, Esq.
3. C. H. Goodall, Esq.
4. A. K. Graham, Esq.
5. J. Muller, Esq.
6. Major G. C. Richardson, D.S.O., M.C.
7. W. P. G. Taggart, Esq.

*Secretary* :—C. B. Sayer, Esq.

*Assistant Secretary*:—R. Ainscough, Esq.

*Auditors* :—Messrs. A. F. Ferguson and Company.

34. The President, Vice-President and the nominated Members of the Committee shall retire at each Annual General Meeting. A retiring officer shall be eligible for re-election or re-nomination.

35. Any Chamber Member, any partner in or person holding a power-of-attorney or letter of procuration from a firm registered as a Chamber Member in their conventional name, and any person being a responsible officer of any joint-stock company or other corporation registered as a Chamber Member in its corporate name, shall be eligible for election as an officer of the Chamber.

36. During the tenure of office as President, Vice-President or as a nominated Member of the Committee by any partner in or person holding a power-of-attorney or letter of procuration from a firm registered as a Chamber Member in their conventional name or during the tenure of office as President, Vice-President, or as a nominated Member of the Committee by any person being a responsible officer of a joint-stock company or other corporation registered as a Chamber Member in its corporate name, no other partner or person representing the same firm, company or corporation as the case may be, shall be eligible for election or nomination as a Member of the Committee.

37. If the President, Vice-President or any nominated Member of the Committee shall be absent from Bombay for a period of two consecutive months, the Committee may declare his office vacant, and he shall thereupon cease to be an officer of the Chamber.

## Election of Officers.

38. On or about the 1st December in each year the Secretary shall issue a notice to all Chamber Members calling upon them to submit within 14 days the names of any Chamber Members or duly qualified persons as defined in Article 35, who may

be willing to accept office if elected as President for the following year. Before the 31st December in each year the Secretary shall issue a notice to all Chamber Members embodying the names thus submitted and shall in such notice state the dates fixed by the Committee for the opening and closing of the ballot. No person shall be eligible for election as President who has not been nominated as in this Article prescribed. The name of the gentleman elected President shall be made known to all members within seven days from the date of the closing of the ballot.

After the result of the election for the President has been notified to members, a similar procedure shall be carried out for the election of the Vice-President. Any member who has failed to obtain election as the President may be nominated for election as the Vice-President.

39. The following rules with respect to the election of the President and the Vice-President and the nomination of the Members of the Committee shall have effect, namely :—

(*a*) Seven days' interval (exclusive of Sunday and all holidays under the Negotiable Instruments Act) shall be allowed between the opening and the closing of the ballot for the election of the President and the Vice-President.

(*b*) Votes shall be received up to 3 p.m. on the day fixed for the closing of the ballot.

(*c*) Voting shall be by papers signed by the members and placed in a box provided for the purpose. No vote by proxy shall be allowed.

(*d*) After 3 p.m. on the day fixed for the closing of the ballot in each case the ballot box shall be opened by the Secretary in the presence of a Scrutineer appointed by the Committee.

(*e*) Those gentlemen in whose favour the largest number of votes for the offices of President and Vice-President are recorded shall be considered elected.

(*f*) In the event of an equality of votes preventing the election of either office-bearer the Chamber Members shall vote afresh in the manner laid down above.

(*g*) The remaining seven Members of the Committee of whom four shall for preference be mercantile members, and three shall for preference be representatives of banking, railway and shipping interests, shall be nominated by the retiring Committee in conjunction with the newly elected President and Vice-President. The names of the gentlemen selected shall be submitted to the Annual General Meeting of the Members of the Chamber for confirmation.

(*h*) If any vacancy shall occur in any year in the office of President or Vice-President during the interval between two Annual General Meetings the Committee may, if the vacancy shall occur within the period of eight weeks prior to the 15th April or to the date on which it has been decided to hold the Annual General Meeting if such date be earlier than the 15th April and they shall if the vacancy shall not occur within the earlier of the abovementioned periods, proceed to the election in the manner laid down in Article 38 of a President or Vice-President, as the case may be, to fill the vacancy and the officer so elected shall hold office until the next ensuing Annual General Meeting

(i) The new Committee as so elected and nominated and confirmed shall take office on the day succeeding the day on which the Annual General Meeting of the Chamber shall be held and shall continue to act until the close of the day on which the next succeeding Annual General Meeting of the Chamber shall be held.

### PRESIDENT.

40. The President shall preside at all meetings of the Committee, at all general meetings and over all deputations. He shall preside at the Annual General Meeting and address the members on such subjects as he may deem proper to bring to their notice, but such address shall not be taken to represent the views of the Chamber or of the Committee unless such representation is expressly indicated. The President shall have an original and in case of equality a casting vote at all meetings.

41. The President shall also at any time when he shall deem proper communicate to the Chamber or to the Committee such matters, and shall make such suggestions as may in his opinion tend to promote the prosperity and welfare and increase the usefulness of the Chamber, and shall perform such other duties as may be incidental to the office of President.

### VICE-PRESIDENT.

42. The Vice-President in the absence of the President shall have the powers and perform the duties of the President.

### THE COMMITTEE.

43. The Committee shall meet at such times as they may deem advisable and make such regulations as they think proper as to the summoning and holding of meetings of the Committee

and for the transaction of business at such meetings and the record of their proceedings shall be open to the inspection of the Chamber Members subject to such regulations as the Committee may from time to time deem expedient.

44. The Committee shall have power at any time and from time to time to appoint any other qualified persons to be a nominated member of the Committee to fill a casual vacancy and any person so appointed shall retain his office only until the next following Annual General Meeting of the Chamber.

45. The President, or in his absence the Vice-President shall be *ex-officio* Chairman of the Committee. In the absence of both President and Vice-President the Committee shall elect their own Chairman. The Chairman shall have an original and in case of equality a casting vote.

46. Three members of the Committee shall form a *quorum* for the transaction of business.

47. A yearly report of the proceedings of the Committee shall be prepared, printed and circulated for the information of the members of the Chamber at least seven days previous to the Annual General Meeting. Such report shall be submitted to the Annual General Meeting for confirmation, and shall be confirmed or otherwise dealt with or disposed of as the meeting shall determine.

48. The management of the business and funds of the Chamber shall be vested in the Committee who, in addition to the powers by these Articles expressly conferred upon them, may exercise all such powers and do all such acts and things as may be exercised or done by the Chamber and are not hereby or by law expressly directed or required to be exercised or done by the Chamber in General Meeting.

49. Without prejudice to the general powers conferred by Article 48 hereof the Committee shall have power :—

(*a*) To appoint any departmental committees or sub-committees and such departmental committees or sub-committees may be permanent or temporary or for special purposes as the Committee may determine.

(*b*) To delegate, subject to such conditions as they think fit, any of their powers to departmental committees or sub-committees, and to make, vary and repeal bye-laws or rules for the regulation of the proceedings of departmental committees or sub-committees.

(*c*) To make, vary and repeal bye-laws or rules for the regulation of the business of the Chamber, of the officers or servants or of the members of the Chamber, or of any department or section of the Chamber.

(*d*) To pay the costs, charges and expenses preliminary and incidental to the promotion, formation, establishment and registration of the Chamber.

(*e*) From time to time to appoint, and at their pleasure to remove or suspend, such Secretaries, officers, clerks, agents and servants, for permanent, temporary or special services as they may from time to time think fit and to determine their powers and duties and to fix their salaries, wages, commission or emoluments and to require security in such instances and to such amount as they may think fit.

(*f*) To purchase all articles and things which may from time to time be required by the Chamber, and to pay for the same in cash or otherwise as may be deemed expedient.

(*g*) To purchase, take on lease, or otherwise acquire any land, building, houses, or other immovable property in the Presidency of Bombay as may be required or deemed expedient for the purposes of the Chamber.

(*h*) To undertake on behalf of the Chamber the payment of all rent and the performance of all covenants, conditions and agreements contained in or reserved by any deed or contract to which the Chamber may be a party, or which may have been assigned to the Chamber, to insure and keep insured, if deemed expedient, all or any of the buildings, articles or other property of the Chamber, to insure against the consequential loss through fire, of the Chamber's revenue and/or standing charges, to execute all deeds, agreements, contracts, receipts and other documents that may be necessary or expedient for the purposes of the Chamber.

(*i*) To commence, institute, prosecute and defend all such actions and suits as the Committee may deem necessary or expedient on the part of the Chamber and to compromise or submit to arbitration the same actions and suits as the Committee in their discretion may think fit.

(*j*) To make and give receipts, releases, and other discharges for money payable to the Chamber and for the claims and demands of the Chamber.

(*k*) To determine the manner in which bills, notes, receipts, acceptances, endorsements, cheques, releases, contracts and documents shall be signed or executed by or on behalf of the Chamber.

(*l*) To execute in the name and on behalf of the Chamber in favour of any member of the Committee or other person who may incur or be about to incur any personal liability for the benefit of the Chamber such mortgages of the Chamber's property (present and future) as they may think fit and any such mortgage may contain a power of sale and such other powers, covenants, and provisions as shall be agreed upon.

(*m*) To establish and support or aid in the establishment and support of associations, institutions, funds or trusts, calculated to benefit employees or ex-employees of the Chamber or the dependants or connections of such persons and to grant pensions and allowances and to make payments towards insurance and to subscribe, donate or guarantee money for any charitable, patriotic or benevolent purpose or for any exhibition or for any public, general or useful object.

(*n*) To invest and deal with any of the moneys of the Chamber not immediately required for the purposes thereof upon such securities and in such manner as they may think fit and from time to time to vary or realise such investments.

(*o*) From time to time at their discretion to raise or borrow any sum or sums of money for the purposes of the Chamber and to secure the repayment of such moneys in such manner and upon such terms and conditions in all respects as they think fit and in particular by the issue of Debentures or Debenture Stock of the Chamber, charged upon the property and assets of the Chamber (both present and future).

(*p*) To enter into arrangements upon such terms and subject to such conditions as the Committee may deem desirable for working in connection with any Association organized for the protection or better development of any branch of trade, commerce or manufacture in Bombay or with like objects, that may apply to be allowed to work in connection with the Chamber, provided the objects for which such Association is or shall be formed are not inconsistent with the objects of the Chamber as defined in its Memorandum of Association.

(*q*) To make such bye-laws as the Committee may consider expedient for the regulation of the joint working of the business of any Association connected with the Chamber, or for the purpose of defining the terms and conditions of the joint working of the business of such Association or as may from time to time be agreed upon between such Association and the Committee.

## SECRETARY.

50. The Secretary shall devote himself entirely to the business and affairs of the Chamber except in cases where he has received the special permission of the Committee. He shall have charge of all correspondence and shall keep an account of the funds of the Chamber and of funds connected with or in any way controlled by the Chamber. He shall keep accurate minutes of all meetings of the Chamber and of the Committee, of the Departmental Committees and Sub-Committees and of all Associations connected with the Chamber. He shall have the care of the rooms, furniture, library, pictures and of all documents belonging to the Chamber. He shall give notice of all meetings of the Chamber, of the Committee, of the Departmental Committees and Sub-Committees of the Chamber and of all Associations

working in connection with the Chamber. He shall duly notify members of their election, collect all dues from members of the Chamber or from any Committee or any Association working in connection with the Chamber. He shall prepare the annual report of the Chamber under the guidance of the Committee and the reports of all Committees and of all Associations connected with the Chamber and generally shall perform all such duties as are incidental to his office.

### Assistant Secretary.

51. The Assistant Secretary, in the absence of the Secretary, shall perform all or any of the duties of the Secretary and all such of the duties of the Secretary as may be assigned to him from time to time by the Secretary with the sanction of the Committee.

### General Meetings.

52. General Meetings of the Chamber shall be held at least once in every year and not more than fifteen months after the holding of the last preceding General Meeting and at such time and place as may be determined by the Committee. The above-mentioned General Meetings shall be called Annual General Meetings; all other General Meetings shall be called Special General Meetings.

53. The Committee may, whenever they think fit, and they shall upon a requisition made in writing by not less than any ten Chamber Members of the Chamber, forthwith proceed to convene a Special General Meeting.

54. Any requisition made by the Chamber Members shall express the objects of the meeting proposed to be called and shall be left at the Registered Office of the Chamber. It must be signed by the requisitionists and may consist of several documents in like form, each signed by one or more requisitionists.

55. Upon the receipt of such requisition, the Committee shall within fourteen days after the receipt thereof proceed to convene a Special General Meeting. If they do not proceed to convene the same within twenty-one days after the receipt of the requisition the requisitionists or a majority of them may themselves convene a Special General Meeting to be held within three months from the date of the deposit of the requisition on such day and at such place as the persons convening the same may determine. In case at any such Special General Meeting a resolution requiring confirmation at another meeting is passed, the Committee shall forthwith convene a further Special General Meeting, and if they do not convene the same within seven days from the date of the passing of such resolution, the requisitionists or a majority of them may themselves in like manner but without a further requisition convene the meeting necessary to confirm the resolution. Any meeting convened under this Article by the requisitionists shall be convened in the same manner as nearly as possible as that in which meetings are to be convened by the Committee.

56. Save as hereinafter mentioned seven clear days' notice to the members specifying the place, day and hour of meeting and in case of special business the general nature of such business shall be given either by advertisement or by notice sent by post or otherwise served as hereinafter provided.

57. Where it is proposed to pass a Special Resolution the two meetings may be convened by one and the same notice and it is to be no objection to such notice that it only convenes the second meeting contingently on the resolution being passed by the requisite majority at the first meeting.

58. The accidental omission to give any such notice to any of the members shall not invalidate any resolution passed at any such meeting.

PROCEEDINGS OF GENERAL MEETINGS.

59. The business of any Annual General Meeting shall be to receive and consider the income and expenditure account, the balance sheet and the reports of the Committee and of the Auditors to confirm the appointment of nominated members of the Committee, to appoint auditors and to transact any other business which, under these presents ought to be transacted at an Annual General Meeting.

60. All other business transacted at an Annual General Meeting and all business transacted at a Special General Meeting shall be deemed special.

61. No business shall be transacted at any General Meeting unless a *quorum* of members is present at the time when the meeting proceeds to business.

62. Three Chamber Members personally present shall be a *quorum* for a General Meeting for the choice of a Chairman for the Meeting in the absence of the President and Vice-President of the Chamber and of all the nominated members of the Committee, or in default of any such member being willing to act, the consideration of the accounts and the report of the Committee and Auditors and for the adjournment of the meeting. Except for these purposes the *quorum* of a General Meeting shall be nine Chamber Members present personally and entitled to vote.

63. If within fifteen minutes from the time appointed for the meeting a *quorum* is not present, the meeting, if convened upon the requisition of members, shall be dissolved; in any other case it shall stand adjourned to such day in the next week and at such time and place as the Committee may appoint.

64. At any adjourned meeting the Chamber Members present and entitled to vote, whatever their number, shall form a *quorum* and shall have power to decide upon all matters which

could properly have been disposed of at the meeting from which the adjournment took place if a *quorum* had been present.

65. The President or in his absence the Vice-President shall preside as Chairman at every General Meeting of the Chamber.

66. If there be no such Chairman or if at any meeting he shall not be present within fifteen minutes after the time appointed for holding such meeting or shall decline to take, or shall refire from, the chair, the nominated members of the Committee present shall choose some one of their number to be the Chairman of the meeting and if no such member of the Committee is present or if all such members of the Committee present decline to take the chair, the members shall choose some one of their number to be Chairman.

67. The Chairman may, with the consent of the meeting, adjourn any meeting from time to time and from place to place but no business shall be transacted at any adjourned meeting other than the business left unfinished at the meeting from which the adjournment took place.

68. At every General Meeting all questions shall be determined immediately by a show of hands.

69. A declaration by the Chairman of any General Meeting that a resolution has been carried thereat upon a show of hands shall be conclusive and an entry to that effect in the book of proceedings of the Chamber shall be sufficient evidence of the fact without proof of the number or proportion of the votes recorded in favour of or against such resolution.

70. In the case of an equality of votes upon any question at any meeting the Chairman of the meeting shall be entitled to a casting vote in addition to his won vote as a member.

71. One month's notice at the least specifying the place, the day and hour of the meeting and the nature of the special

business shall be given of any Special General Meeting convened to consider, revise or amend the bye-laws or rules relating to Arbitrations, or to the Measurement Department of the Chamber or to revise or amend the Chamber's Schedule of Commission Charges or the Chamber's Tonnage Schedule for the Port of Bombay.

72. Three months' notice at the least, specifying the place, the day and the hour of the meeting and the nature of the special business shall be given of any Special General Meeting convened to revise, alter or amend the regulations of the Chamber as contained in these Articles of Association.

VOTES OF MEMBERS.

73. Every Chamber Member shall have one vote.

74. Any number of representatives of a firm registered as a Chamber Member in their conventional name or of any joint-stock company or other corporation registered as a Chamber Member in its corporate name may attend any General Meeting but only one of such representatives shall be entitled to vote.

MINUTES.

75. The Committee shall cause minutes to be duly entered in books provided for the purpose—

(*a*) Of all appointments of officers;

(*b*) Of the names of the Members of the Committee present at each meeting of the Committee and of any Sub-Committee;

(*c*) Of all orders made by the Committee and any Sub-Committee;

(*d*) Of all resolutions and proceedings of General Meetings and of meetings of the Committee and any Sub-Committee;

and any such minutes of any meeting of the Committee or of any Sub-Committee or of the Chamber if purporting to be signed by the Chairman of such meeting or the Chairman of the next succeeding meeting shall be receivable as *prima facie* evidence of the matters stated in such minutes.

ACCOUNTS.

76. The Committee shall cause proper books of account to be kept of the transactions of the Chamber and of the assets, credits and liabilities thereof, which books of account shall be kept at the Registered Office of the Chamber or at such place or places, and in the charge of such person or persons as the Committee may from time to time direct.

77. The Committee shall from time to time determine whether and to what extent and at what times and places, and under what conditions and regulations the accounts and books of the Chamber or any of them shall be open to the inspection of the members (not being members of the Committee) and no member (not being a member of the Committee) shall have any right of inspecting any account or book or document of the Chamber except as conferred by law or authorised by the Committee or by the Chamber in General Meeting.

78. At the Annual General Meeting in each year the Committee shall lay before the Chamber an income and expenditure account and a balance sheet containing a summary of the property and liabilities of the Chamber made up to a date not more than six months before the meeting from the time when the last preceding account and balance sheet were made up, or in the case of the first account and balance sheet from the incorporation of the Chamber.

79. Every such balance sheet shall be accompanied by a report of the Committee as to the state and condition of the

Chamber and as to the amounts (if any) which they may have resolved to carry to Reserve Fund or any Sinking Fund and to depreciation according to the provisions in that behalf hereinbefore contained and the statement, report and balance sheet shall be signed by at least two members of the Committee and countersigned by the Secretary.

80. A printed copy of such account and balance sheet and report of the Committee and Auditors shall, at least seven days previous to the meeting, be served on every Chamber Member of the Chamber in the manner in which notices are hereinafter directed to be served and a copy shall also be deposited at the Registered Office of the Chamber for the inspection of Chamber Members during a period of at least seven days before the meeting.

## AUDIT.

81. Once at least in every year the accounts of the Chamber shall be examined and the correctness of the Income and Expenditure Account and Balance Sheet ascertained by one or more Auditor or Auditors.

82. The Chamber at each Annual General Meeting shall appoint an Auditor or Auditors to hold office until the next Annual General Meeting and the following provisions shall have effect, that is to say :—

(*a*) If an appointment of auditor is not made at an Annual General Meeting, the Government of Bombay may, on the application of any Chamber Member of the Chamber, appoint an Auditor for the current year and fix the remuneration to be paid to him by the Chamber for his services.

(*b*) A member of the Committee or other officer of the Chamber and a partner of such member or office

and any person in the employment of such member or officer shall not be capable of being appointed an Auditor of the Chamber.

(c) A person other than a retiring Auditor shall not be capable of being appointed Auditor at an Annual General Meeting unless notice of intention to nominate such person to the office of Auditor shall have been given by a Chamber Member to the Secretary not less than fourteen days before the meeting and the Secretary shall send a copy of any such notice thereof to the Chamber Members either by advertisement or in any other manner allowed by the Articles not less than seven days before the meeting.

Provided that, if after notice of the intention to nominate an Auditor has been so given, an Annual General Meeting is called for a date fourteen days or less after the notice has been given, the notice though not given within the time required by this provision shall be deemed to have been properly given for the purpose thereof, and the notice to be sent or given by the Chamber may, instead of being sent or given within the time required by this provision, be sent or given at the same time as the notice of the Annual General Meeting.

(d) The first auditors of the Chamber may be appointed by the Committee, and if so appointed shall hold office until the first Annual General Meeting unless previously removed by a resolution of the Chamber Members in General Meeting in which case the Chamber Members at that meeting may appoint Auditors.

(*e*) The Committee may fill any casual vacancy in the office of Auditor but while any such vacancy continues the surviving or continuing Auditor or Auditors (if any) may act.

83. The remuneration of the Auditors shall be fixed by the Chamber in General Meeting except that the remuneration of any Auditor appointed to fill any casual vacancy may be fixed by the Committee.

84. Every Auditor of the Chamber shall have a right of access at all times to the books and accounts and vouchers of the Chamber and shall be entitled to require from the Committee and Officers of the Chamber such information and explanations as may be necessary for the performance of the duties of the Auditors.

85. The Auditors shall make a report to the members on the accounts examined by them, and on every balance sheet laid before the Chamber in General Meeting during their tenure of office and in every such report shall state—

(*a*) Whether or not they have obtained all the information and explanation they have required, and

(*b*) Whether, in their opinion, the balance sheet referred to in the report is properly drawn up so as to exhibit a true and correct view of the state of the Chamber's affairs according to the best of their information and the explanations given to them and as shown by the books of the Chamber.

86. The balance sheet shall be signed on behalf of the Committee by two of the Members of the Committee and the report

of the Auditors shall be attached to the balance sheet or there shall be inserted at the foot of the balance sheet a reference to the report and the report shall be read before the Chamber in General Meeting.

87. Every account of the Committee, when audited and approved by a General Meeting, shall be conclusive except as regards any error discovered therein within three months next after the approval thereof. Wherever any such error is discovered within that period the account shall forthwith be corrected and thenceforth shall be conclusive.

## NOTICES.

88. A notice may be served upon any member personally or by sending it through the post in a prepaid letter addressed to such member at such member's registered address.

89. Any notice sent by post shall be deemed to have been served at the time when the letter containing the same would be delivered in the ordinary course of the post.

## SEAL.

90. The Committee shall forthwith provide a common seal for the purposes of the Chamber and shall have power from time to time to destroy the same and substitute a new seal in lieu thereof and shall provide for the safe custody of the seal for the time being and it shall not be used except by the authority of the Committee and in the presence of the President or Vice-President of the Chamber.

91. Deed bonds and other contracts under seal made on behalf of the Chamber sealed with the common seal of the Chamber and signed by the President or Vice-President and countersigned by the Secretary or the person acting as Secretary shall be deemed to be duly executed.

| Names, Addresses and Descriptions of Subscribers. | Name, Address and Description of Witness. |
|---|---|
| L. S. HUDSON,<br>Ballard Road, Bombay,<br>Merchant.<br>V. A. GRANTHAM,<br>Forbes Building, Home Street, Bombay,<br>Merchant.<br>H. F. E. FREELAND,<br>Agent's Office, Bombay, Baroda and<br>Central India Railway, Bombay.<br>T. E. CUNNINGHAM,<br>16, Bank Street, Bombay,<br>Merchant.<br>C. H. GOODALL,<br>9, Wallace Street, Bombay,<br>Merchant.<br>A. K. GRAHAM,<br>Graham's Building, Parsee Bazar<br>Street, Bombay,<br>Merchant.<br>J. MULLER,<br>1, Rampart Row, Bombay,<br>Merchant.<br>G. C. RICHARDSON,<br>Parel Road, Byculla, Bombay,<br>Merchant.<br>W. P. G. TAGGART,<br>Esplanade Road, Bombay,<br>Banker. | Witness to these signatures—<br>C. B. SAYER,<br>Secretary, Bombay Chamber of Commerce,<br>Bombay. |

* Dated this 21st day of May, 1924.

## By-Laws for the election of Members of the Chamber as Trustees of the Port of Bombay*.

*(Adopted at a Special General Meeting of the Chamber held on the 24th September* 1924)

1. Chamber members only shall be eligible for election as Trustees of the Port of Bombay.

2. The Committee of the Chamber shall as and when necessary invite applications from Chamber members for election as Trustees of the Port of Bombay, and shall fix the date on which the ballot shall be opened.

3. Any Chamber member desirous of becoming a candidate for election as a Trustee of the Port of Bombay shall signify in writing such his desire to the Secretary seven clear days before the date fixed for the opening of the ballot.

4. If the number of candidates for election shall be the same as the number of vacancies, the candidates shall be deemed to be elected.

5. If the number of candidates for election shall exceed the number of vacancies, the Secretary shall send the names of the candidates to each Chamber member three clear days before the date fixed for the opening of the ballot.

6. The ballot shall remain open for three consecutive days (exclusive of Sunday and Bank Holidays) from 10-30 a.m. to 4 p.m. on each day.

7. The voting shall be by papers signed by the Chamber members and deposited in a box provided by the Committee for the purpose. No vote by proxy shall be allowed.

*These by-laws also apply to the election of the Chamber's representatives on the Bombay Improvements Committee, the Bombay Municipal Corporation, and the Bombay Development Board Advisory Committee.

8. No vote shall be received for any candidate whose name has not been circulated by the Secretary under Rule 5 hereof.

9. No vote shall be received from any person who is not a Chamber member.

10. After 4 p.m. on the day fixed for the closing of the ballot the ballot box shall be opened by a Scrutineer (previously appointed by the Committee) and the Secretary who shall jointly declare in writing the result of the voting.

11. The candidate, or where there is more than one Trustee to be elected, the candidates, not exceeding the number of Trustees to be elected, who has or have the largest number of votes shall be declared duly elected.

12. In the event of an equality of votes preventing the due election of any of the candidates, the Chamber members shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

13. In the event of a casual vacancy or the temporary absence of a Trustee the same course shall be followed in the appointment of a substitute.

## By-Laws of the Bombay Chamber of Commerce to regulate the Arbitrations of Commercial Disputes by the Chamber.

*(Adopted at a Special General Meeting of the Chamber held on the 20th March 1929.)*

1. In these By-Laws and in the Schedule annexed hereto—

(1) "The Chamber" means the Chamber of Commerce, Bombay.

(2) "The Committee" means the Committee for the time being of the Chamber.

(3) "The Secretary" means the Secretary for the time being of the Chamber.

2. The Committee shall, as and when necessary, make a list of such members, assistants to members, and other persons as shall, in the opinion of the Committee, be qualified and as shall have signified their willingness to act as arbitrators and/or umpires, and may add to or withdraw names from such list at their discretion.

3. When two members of the Chamber, or when one member and a party who is not a member, or when two parties who are not members have agreed to refer disputes to arbitration under the rules of the Chamber, the Committee will upon receipt of (1) the contract or true copy thereof under which the submission is made and (2) a requisition on the form which may from time to time be prescribed by the Committee, forthwith appoint through the Secretary, two arbitrators to act accordingly.

4. The appointment of the arbitrators shall be recorded on a form prescribed by the Committee and notice that the appointment has been made shall be given to both parties by the Secretary. Such notice shall not include the names of the arbitrators who have been appointed.

5. Prior to accepting appointment, arbitrators shall not be given any details of the names of the parties but only the nature of the goods concerned in the dispute, in which they are invited to act as arbitrators.

6. If the arbitrators fail to make their award within the prescribed time or fail to agree upon their award, or if the arbitrators make an award upon part only of the subject-matter of the reference, then and in any of the said cases the Committee shall appoint an umpire to enter on the reference in lieu of the arbitrators. The appointment of an umpire shall be recorded on a form prescribed by the Committee, and notice that the appointment has been made shall be given by the Secretary to the parties to the dispute, and to the arbitrators. These notices shall not include the name of the umpire.

7. If an arbitrator or umpire decline or fail to act or if he die or become incapable of acting, the Committee may substitute and appoint a new arbitrator or umpire in accordance with the provisions of the Indian Arbitration Act.

8. Where the requisition for the appointment of arbitrators is signed by one party only under a contract which includes a clause referring disputes to arbitration under the rules of the Chamber, the Secretary shall give notice of the receipt of such requisition to the other party and if such other party shall fail for seven clear days after the receipt of such notice to sign a requisition for the appointment of arbitrators the Committee will forthwith appoint, through the Secretary, one arbitrator to act as sole arbitrator in the reference and his award shall be binding on both parties as if he had been appointed by consent. During the said period of seven days the party in default shal be at liberty to submit particulars in writing of his contentions in regard to the dispute. The Committee may, at their discretion, enlarge the time for the appointment of a sole arbitrator or for submission of particulars.

9. Arbitrations under these rules shall be held in the rooms of the Chamber or at such other place as the arbitrators may decide and shall be conducted in accordance with the statutory provisions for the time being in force relating to arbitrations.

10. Only such oral evidence, if any, as the arbitrators may consider necessary will be taken.

11. All awards made by the arbitrators or an umpire appointed by the Chamber shall be as nearly as circumstances admit in forms prescribed by the Committee.

12. Upon receipt of an award of arbitrators or of an umpire the Secretary shall countersign it in token of the Chamber's authentification thereof. He shall forthwith give notice to both parties of the making and signing of the award and shall supply to each party a copy of the award but the names or name of the arbitrators or umpire shall not be disclosed on such copy and such non-disclosure shall not affect the validity of the award.

13. If either party to the submission request that the award be filed in Court, and if the said party pay the costs and charges of so filing the award the Secretary shall forthwith cause the award or a signed copy thereof to be so filed. The Secretary shall simultaneously give notice to the parties of the filing of the award.

14. The fees payable to the Chamber in respect of any arbitration held under the foregoing By-laws shall be in accordance with the scale laid down in the Schedule hereto.

15. The Arbitrators or umpire, as the case may be, shall direct in their award by whom the fees or any part thereof payable in respect of any arbitration held under these By-laws shall be paid.

16. Neither of the parties shall bring or prosecute any suit or proceeding whatever against the arbitrators or umpire or any of them for or in respect of the matters in dispute or any of them

or of the arbitration nor any such suit or proceeding (save the enforcement of the award) against the other party.

17. The following Rules 18 to 27, having been inserted by agreement with the Native Piecegoods Merchants' Association, apply exclusively to disputes relating to the quality or outturn of Piecegoods where one of the parties to the dispute is a member of the Association. Rules 1 to 16 also apply to such disputes when they are not inconsistent with Rules 18 to 27.

18. In disputes relating to the quality or outturn of piecegoods the reference shall be considered as a reference to survey, and arbitrators appointed shall be known and act as surveyors.

19. In disputes relating to the quality or outturn of piecegoods each reference to survey shall be dealt with alternately in methods (*a*) and (*b*) specified below.

(*a*) The Committee shall through the Secretary appoint two surveyors one from the list provided for in Rule 2 and the other from the list furnished to the Committee by the Bombay Native Piecegoods Merchants' Association ;

or

(*b*) The Committee shall through the Secretary request the Bombay Native Piecegoods Merchants' Association to select two names, one from the list provided for in Rule 2 and one from a list furnished to the Committee by the Bombay Native Piecegoods Merchants' Association with an alternative name from each list, and on such selection the Committee shall appoint two of the persons so named, one from each list, the alternative being appointed only when the first named person is not available.

20. Every second umpire in such disputes shall ordinarily be selected from the list of umpires furnished by the Bombay

Native Piecegoods Merchants' Association and the Chamber undertakes to act fairly in this appointment as between the Chamber and the Native Piecegoods Merchants' Association.

(*a*) In cases where it is considered that special expert knowledge is required the Chamber has the right to appoint an umpire who may not necessarily be on the official list of umpires.

21. The list provided for in Rule 2 in so far as disputes concerning the quality and outturn of piecegoods are concerned shall not exceed thirty names as surveyors and the list furnished by the Bombay Native Piecegoods Merchants' Association similarly shall not exceed thirty names as surveyors and each list shall provide not less than six nor more than twelve as umpires.

22. In cases where both surveyors agree as to the buyer's right to more or less compensation as regards the complaint made but the only point of disagreement is the amount of the compensation the umpire shall award the amount of compensation payable, such amount to be within the limits awarded by the surveyors, if the surveyors make differing awards as to compensation, otherwise within the discretion of the umpire.

23. It is to be understood that in the event of its being proved to the satisfaction of the surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance awarded by the surveyors, then the whole cost of the survey shall fall on the dealer. On the other hand, if it be proved to the satisfaction of surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance awarded by the surveyors, then the whole cost of the survey shall fall on the importing house.

24. The parties to any dispute shall state at the time of making their submission if they wish to give oral evidence, but only such oral evidence shall be allowed by the surveyors as is relevant to the subject-matter of the survey.

25. The Bombay Native Piecegoods Merchants' Association shall be provided periodically with copies of awards and with a list of surveyors and umpires appointed in disputes relating to piecegoods.

26. In all cases the decision of an umpire shall be final.

27. Six months' notice in writing shall be given by either party before the agreement between the Bombay Native Piecegoods Merchants' Association and the Chamber, under which these rules are accepted, can be terminated.

## SCHEDULE.

*Scale of Fees.*

1. The following fees, to be remitted to the Secretary of the Chamber at the same time as the application for the appointment of arbitrators and umpires is made, will be charged :—

(*a*) A fee of Rs. 25 for each arbitrator and umpire (*i.e.*, Rs. 75). The Committee of the Chamber reserves the right to charge in special cases, involving much time and trouble, a special fee for the arbitrators or umpire, to be fixed by the Committee.

(*b*) When one or both parties to the dispute are members of the Chamber or members of the Bombay Native Piecegoods Merchants' Association, an additional fee of Rs. 10 will be charged for the Chamber's services.

(*c*) When neither party to the dispute is a member of the Chamber nor a member of the Bombay Native Piecegoods Merchants' Association an additional fee of Rs. 30 will be charged for the Chamber's services.

(*d*) In addition to the fees stated above a further sum of Rs. 20 shall be paid to cover the cost of the stamp

duty, if any, payable on the award. Should the cost of the stamp amount to less than Rs. 20 the difference will be refunded.

(*e*) In the event of the arbitration not being proceeded with, the fees deposited will, with the exception of the Chamber's fee, be refunded.

(*f*) In the event of an umpire not being appointed the sum of Rs. 25 will be refunded.

2. In all cases where the arbitrators or umpire appointed by the Chamber decide that the dispute is not capable of being adjudicated in the rooms of the Chamber each arbitrator or umpire shall be entitled to an extra fee of Rs. 10 to cover his expenses.

## Rules regarding Committees of Arbitration.

(*Adopted at a Special General Meeting of the Chamber held on the 24th September* 1924.)

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand hereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of trade of Bombay be submitted with the mutual consent of those interested, to the Committee of the Chamber the latter will take it into consideration and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following regulations :—

1.—A Sub-Committee shall consist of three members of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3. The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4. With the concurrence of those interested, the Sub-Committee may take Counsel's opinion or the evidence of experts, at the expense of the disputants.

5. The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed into the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A minimum fee of Rs. 30 shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows—Not less than Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a case involving a larger fee than Rs. 30 from each party the same shall be fixed by the General Committee who shall also decide as to the distribution. Any extra expense incurred shall be borne by the disputants.

## Rules and Regulations of the Provident Fund.

*(Adopted at a Meeting of the Committee of the Chamber held on the 15th July 1925 under Article 49 (m) of the Articles of Association of the Chamber.)*

1. The Fund shall be called "THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND."

2. In these rules unless there is something repugnant in the subject or context :—

"Chamber" means the Bombay Chamber of Commerce.

"Committee" means the Committee for the time being of the Bombay Chamber of Commerce.

"Salary" or "Pay" means only the fixed monthly salary received by each employee from the Chamber and does not include any acting, officiating or personal allowance, bonus, commission or other remuneration or profit whatever uncertain in amount or derived by any employee by any means outside his fixed ascertained salary.

"Member" means any person in the service of the Chamber who is also a subscriber to the Fund.

3. The object of the Fund shall be to provide every member with a sum of money the amount of which will be ascertainable according to these rules on the termination of his service with the Chamber.

4. The Fund shall be managed by the Committee of the Chamber for the time being whose decision shall be final and binding upon all members.

5. All the necessary expenses of management and all other costs, charges and expenses to which the Committee or the Chamber shall be put in connection with the Fund for any reason whatever shall be borne by and be a charge on the Fund.

6. These rules shall come into operation on the 1st September 1925.

7. Every employee in the service of the Chamber on the 1st September 1925 who shall have been a member prior to that date shall continue to be a member under these Rules, and shall be bound thereby.

8. Every employee who shall enter the service of the Chamber on or after the 1st September 1925 on a monthly salary of Rs. 50 or upwards shall forthwith become a member and shall sign an agreement in the form annexed to these rules.

9. Every member shall contribute 8⅓ per cent. of his salary to the Fund.

10. The contribution of each member shall be deducted from his pay on the last day of each month.

11. The Chamber will on the 30th June and 31st December in each year contribute and pay to the Fund a sum which shall be equal to the aggregate contributions of all the members during the half year preceding each of such days, respectively.

12. The Committee shall in any manner they may think most convenient from time to time deduct from any sum payable by them to any employee whether by way of salary or otherwise such sum as may be required to pay any contribution due from him to the Fund and shall from time to time deal with the sum so deducted in the manner prescribed in Rule 14.

13. The contribution of any employee absent on leave or furlough shall, during the period of such absence, be assessed on the salary allowed to him during such absence, but any employee shall be at liberty, subject to the consent of the Committee, to contribute on the full amount of his salary if he should so desire, provided notice in writing of such desire shall have been given by

him to the Committee prior to the due date for payment of salary next after such employee shall have obtained leave or furlough.

14. The Committee shall from time to time pay into the Imperial Bank of India or such other bank as the Committee may select to the credit of an account to be opened in the name of the Bombay Chamber of Commerce Provident Fund all monies received by them. All monies to the credit of such account shall be dealt with only in accordance with these rules and such account shall be operated on only by cheques bearing the signatures of the two members of the Committee nominated by the Committee from time to time for the purpose.

15. A separate account shall be kept with respect to each member showing not only the amount of his own personal contributions with interest thereon as it accrues due but also his share of the contributions of the Chamber with interest thereon.

16. The monies of the Fund not immediately required for the purpose of the Fund shall be invested in the name of the Imperial Bank of India in any investments for the time being authorized by the law for the investments of Trust Fund. The Committee shall have power at their discretion to require the said Bank to vary or transpose such investments into or for others, of any nature hereinbefore authorized.

17. The account of each member will be made up on 31st December in each year, and interest at such rate as shall from time to time be fixed by the Committee will be allowed on the amount standing to the credit of each member during such year. The Chamber will contribute the difference (if any) between the net amount of interest realized for the Fund in each year from the investments representing the monies of the Fund and the amount of interest allowed by the Committee for that year on the aggregate amount standing to the credit of all the members.

18. A statement of account of each member shall be made up to the 31st December of each year and each member shall be required to certify in writing upon such account that the amount therein shown as standing to his credit is correct.

19. For the purpose of sick leave, medical assistance or such other special emergency as in the opinion of the Committee may constitute an adequate reason, the Committee shall have power to make an advance to any Member not exceeding one half of his own contributions standing for the time being to his credit with the Fund. Any such advance shall be made for such period and shall bear interest at such rate, and shall be recoverable by such instalments and in such manner as the Committee shall in each particular case determine. The amount of his own contributions standing for the time being to the credit of the borrowing member shall be the primary security for the repayment of the money advanced with interest and until it shall become necessary to resort to that security for the repayment of the money advanced with interest, the borrowing member shall be entitled to interest under Rule 17 on the full amount standing to his credit. The interest payable by a member on any such advance shall be considered as interest realized for the Fund in the year in which it shall be paid, and shall be dealt with accordingly.

20. No member shall be entitled to claim payment of any money out of the Fund except as is by these rules expressly provided.

21. No member shall be entitled to receive any share of the contributions of the Chamber to the Fund until he shall have served the Chamber for a period of 15 years.

22. If any member shall cease to serve the Chamber before completion of a service of 15 years with the Chamber from any cause or for any reason except dismissal for misconduct, he shall be entitled to receive the amount of his own contributions only and the interest thereon.

23. If a member shall be compelled to retire from the service of the Chamber before completing a service of 15 years owing to any cause beyond his control and shall satisfy the Committee by evidence which they shall deem to be satisfactory

that such was the case, the Committee may waive the forfeiture of such member of his share in the contributions of the Chamber to the Fund.

24. Dismissal of a member from the service of the Chamber for misconduct shall entail absolute forfeiture of such member of all claims on the Fund.

25. The Committee shall have power in any case in which the misconduct of a member who shall have been dismissed for misconduct shall not have been criminal to allow the members so dismissed to receive the amount of his own contributions only to the fund or any part thereof and with or without interest as the Committee may decide.

26. In the event of retirement of a member after completion of 15 years' service with the Chamber he shall be entitled to receive the full amount standing at his credit including his share of the contributions of the Chamber.

27. Each member may nominate any one person who shall have attained his or her majority to whom the amount standing at the credit of such member shall be payable in the event of his death while in the service of the Chamber or before his claim on the Fund shall have been discharged and may from time to time change such nomination.

28. On the death of a member who shall have made a nomination in accordance with Rule 27 the full amount standing to his credit including his share of the contributions of the Chamber shall be paid without deduction to his nominee irrespective of the period for which the member may have served, and such payment shall be a good discharge to the Committee and to the Chamber against all claims whatsoever in respect of the said Fund by any one whomsoever claiming through the said deceased member.

29. On the death of a member who shall not have made a nomination in accordance with Rule 27 who shall be living at the time of the decease of such member the full amount standing at his credit including his share of the contributions of the Chamber shall be paid without deduction to his heirs, executors or administrators irrespective of the period for which the member may have served, and such payment shall be a good discharge to the Committee and the Chamber against all claims whatsoever in respect of the said Fund by any one whomsoever claiming through the said deceased member.

30. All amounts forfeited or withheld under these Rules and all balances which may remain unclaimed after a period of five years shall be transferred to a Reserve Fund to be utilized primarily to meet the depreciation (if any) in the investments for the time being representing monies of the Fund, and secondly for the benefit of members, or retired members or dependant of deceased members, or of any such persons collectively in such manner under such circumstances and to such extent as the Committee may at their discretion deem fit.

31. Payment shall be made within three months from the date of retirement or death of the member and shall include interest up to the date on which payment is made and if payment is not claimed before the expiration of the three months no interest shall accrue beyond that period.

32. Any loss to the Fund from any cause whatever shall be borne by the Fund, and neither any member or any other person shall have any claim upon the Chamber or the Committee in respect thereof.

33. The accounts of the Fund shall be made up and audited yearly.

34. The Committee shall have the power to close the Fund at any time if considered advisable or necessary, in which event the monies in the Fund will be distributed among the members in accordance with their accounts.

35. In all cases wherein a certificate shall be required of the amount of the balance standing in the books of the Fund to the credit of a deceased member for the purpose of obtaining free of stamp duty a grant of probate or letters of administration for any other purpose such certificate shall be in the following form :—

No. .....

BOMBAY CHAMBER OF COMMERCE.

PROVIDENT FUND.

It is hereby certified that the balance standing in the books of the Provident Fund of the Bombay Chamber of Commerce to the credit of.....

.....of.....numbered as above on the .....

day of.....

was Rupees.....Dated this.....day of

.....19 .....

Entered

Examined .....

Two Members of the Committee .....

36. No member shall be entitled to draw money from the Fund in respect either of principal or interest or to transfer or assign whether by way of security or otherwise howsoever his interest or any part thereof in the Fund and no such transfer or assignment shall be valid and the Committee shall not recognise or be bound by notice to them or any of them of any such transfer or assignment and all monies standing in the books of the Fund to the credit of any member so transferring or

assigning his interest as aforesaid shall forthwith be forfeited as from the date of such transfer or assignment to the use of the Fund and be dealt with accordingly, and, further, if any prohibitory order or attachment or process of a Civil Court be served upon the Committee or any of them or any person on their behalf by which any monies standing to the credit of any member in the books of the Fund shall be attached or be ordered to be paid into a Civil Court or be ordered to be withheld from such member, such monies shall forthwith be forfeited to the use of the Fund and be dealt with accordingly. Provided that the Committee shall be at liberty in their uncontrolled discretion at any time thereafter to give such monies or any part thereof for the benefit of such member or his wife, children or relations.

37. If any member shall transfer or assign his interest in the Fund as aforesaid, or if such interest shall be attached or otherwise dealt with or affected as indicated by Rule 36, the Chamber may forthwith cease all contributions to the Fund in respect of such member, and all monies standing to the credit of such member represented by or referable to contributions by the Chamber and the interest thereon shall forthwith be transferred from the credit of such member to the credit of a suspense account, and if for a period of one year from the date of such transfer the Committee shall not have transferred the said monies and interest, or any part thereof, to the credit of such member, the said monies and interest or so much thereof as shall not have been re-transferred shall upon the expiration of the said period of one year, be deemed to be monies which have lapsed or become forfeited and shall be dealt with in accordance with Rule 30.

38. The Committee shall have the power after one month's notice to members to make any alterations, amendments or additions which they may consider necessary in or to these Rules.

## Form of Agreement (Rule 8)

I hereby declare that I have read the foregoing Rules of the Provident Fund of the Bombay Chamber of Commerce and that I agree to be bound by them.

Dated the.....day of.....19

Name in full.....

Date of Birth .....

Nature of Appointment .....

Date of joining Service .....

Salary per mensem, Rupees .....

Signature .....

Witness .....

Witness .....

## Rules and Regulations for the Measurement for Tonnage of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

*(Adopted at a Special General Meeting of the Chamber, held on the 24th September* 1924.)

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods.

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII—

(*a*) Measurer shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these rules.

(*b*) Measurement shall mean measurement by such measurer.

(*c*) Shipper shall mean the person shipping the goods of his representative.

(*d*) Quay shall mean a place in the Docks or at one of the Bunders recognized for the regular shipment of goods.

(*e*) Vessel shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the Quay to another vessel in the Port of Bombay.

(*f*) Boat shall mean a vessel, lighter or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) Package shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) Consignment shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) Lot shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurement shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurements shall be issued to shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the Shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The salaries of the Measurers and all other expense connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorized to appoint and maintain such staff of Measurers and Assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

## Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

*(Issued by the Committee of the Bombay Chamber of Commerce in pursuance of Section XVII of the Rules and Regulations adopted at a Special General Meeting of the Chamber held on the 24th September* 1924.)

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show—

(*a*) the date, hour and place of measurement;

(*b*) the name of the shipper;

(*c*) the name of the vessel;

(*d*) the port of destination;

(*e*) the number and description of packages;

(*f*) the marks;

(*g*) the measurement;

and in the case of goods shipped by boats—

(*h*) the registered number of the boat;

(*i*) the name of the tindal.

The certificates of measurements shall be issued by the Measurers and shall in every case be signed by the Measurer who measured the goods. One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper.

(5) The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages provided always that each lot, as soon as it is measured, is loaded into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which, it has been made.

(8) A Measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 22.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions the Measurer shall use his judgment as to the proportion of such goods he should measure; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the callipers on a package. A peon of the Chamber holding the callipers may, when standing exactly in front, pull them tight with his hands but not when standing on one side, nor shall he ever be allowed to pull the callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the callipers touch the ground and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not, and under orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the measurer a letter from the owner agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give a certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of measurement fees leviable under Rules V and XVII shall be as follows :—

| | | |
|---|---|---|
| (*a*) | On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and waste in pressed bales .. .. .. | pies 6 per bale. |
| (*b*) | On Round Timber or Logs, each .. | annas 8. |
| (*c*) | On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a*) & (*b*) packages of divers dimensions .. .. .. | annas 2 per package. |
| | Subject to a rebate of anna one per package on the Measurers certifying that the lot measured consisted of not less than 100 packages all of uniform dimensions. | |
| (*d*) | On goods of any description measured on board a vessel .. .. .. | annas 2 per package. |
| (*e*) | When the work of the Department admits of such an arrangement, the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10. | |
| (*f*) | The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed | |

may be secured on application to the Secretary, accompanied by the sum of Rs. 15 which shall be paid by him to the Measurer appointed by him to attend. The fee of Rs. 15 shall cover the services of one Measurer for one ship. If two Measurers are applied for two fees of Rs. 15 must be paid at time of application. If a Measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer.

(*g*) The attendance of a Measurer for night duty may be secured in the same manner as above.

(17) All disputes as to the applicability of Order 16 (*a*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to Order 16 (*d*) a refund of pies 6 per package will be made on declaration of the said Committee, remitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18) Refund of measurement fees in full shall be made in respect of a consignment or portion of a consignment shut out after measurement.

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (*g*), shall be as follows:—

Length in feet and inches: As found with tape.

Breadth: The mean of two measurements taken with callipers at thickest and thinnest portions.

Depth: ditto ditto ditto.

The certificate shall also show under Order 4 (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary supported by evidence of time as here provided refund will be made of the difference between the fee as prescribed under Order (16) (*b*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

(20) Refund of Measurement Fees shall not be made for any sum less than four Rupees.

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce, who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agents or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once, and to enter therein a claim to have the goods in question or any portion of them remeasured. And on the said shipper or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each packet to be measured, the Measurer shall at once remeasure such package or packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken and shall give to the shipper or the owner, agent, or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one measurer is employed, the Measurer whose measurements are

disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the " Protested Certificate " and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under Order 22 and should such remeasurement, in the opinion of the Secretary, show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(24) Every Measurer shall receive a book of Measurement Slips together with indelible pencil and carbon paper for making slips in quadruplicate. The Measurer will hand to the shippers at the time of measurement the original and third carbon copy ; the first carbon copy will be handed to the ship agent's representative on demand and the second carbon copy will be retained for the Chamber's records.

Provided that when goods are shipped in boats for delivery alongside the said first carbon copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

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## Ship Freight Inwards to Bombay.

*Payable in Bombay.*

At the Annual General Meeting of the Chamber held on the 6th April 1921 the Resolution passed at the General Meeting held on 9th August 1876, and amended at the Meeting held on

25th March 1918, regulating the payment in Bombay of Ship Freight Inward to Bombay, was further amended to read as follows :—

That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated be made at the rate for Bank Bills on London, payable on demand ; and that the rate quoted in the Chamber's Current Quotations shall be the rate applicable in such purpose during the subsequent week, *i.e.*, the Sunday to Saturday following the date of the Chamber's " Current Quotations."

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## Ship Freight Outwards from Bombay.

*Payable in Bombay.*

At the Annual General Meeting of the Chamber held on the 6th April 1921 the Resolution passed at the Annual General Meeting held on 21st February 1912, and amended at the Annual General Meeting held on the 25th March 1918, regarding ship freight outwards from Bombay payable in Bombay, was further amended to read as follows :—

That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the Shipping Order or Charter Party to the contrary), shall be converted into Indian Currency at the rate for Bank Bills on London, payable on demand ; and that the rate quoted in the Chamber's Current Quotations shall be the rate applicable to goods shipped during the subsequent week, *i.e.*, the Sunday to Saturday following the date of the Chamber's Current Quotations ; the date governing the rate of exchange shall be the date of the mate's receipt, or in the case of a series of mate's receipts, the date of the last receipt ; on difference of freight 4½ per cent. as customary in the case of sailing ships and 1½ per cent. for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight.

## Ante-dating Bills of Lading.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, having considered the question of ante-dating bills of lading either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections, and might involve grave responsibilities."

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## Shut-Out Cargo.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the Agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim to the said Agent for any difference in freight or other expense to which he may have been put."

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## Detention of Cargo Boats alongside vessels.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

## Delivery of Goods on Sundays and other Holidays.

RESOLUTION passed at the Annual General Meeting of the Chamber on 11th March 1903 :—

" That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

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## Brokerage on Freight Transactions.

RESOLUTION passed at the Annual General Meeting of the Chamber held on the 5th March 1924 :—

" That the brokerage to be paid by Shipping Companies in Bombay to recognised brokers for securing freight homeward shall be annas five per ton."

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## Claims for Shortages.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 6th April 1921 :—

" That in all cases where claims are made against steamship companies for shortages such claims, if passed, shall be paid at the current rate of exchange ruling on the date of the arrival of the steamer concerned."

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## Pockets of Cargo.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1909 :—

" It is the opinion of the Chamber of Commerce that pockets of cargo of any kind ought not to be of greater dimensions than 20" × 20" and ought not to contain more than 56 lbs."

## Bombay Tonnage Schedule.

*(At the special general meeting of the Chamber held on Wednesday, the 24th of September* 1924, *the tonnage schedule printed below was adopted with effect from the 1st October* 1924, *in supersession of all tonnage schedules in force at Bombay before that date).*

The tonnage scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts., dead weight.

Cylindrical packages that weigh less than 20 cwts. to the 40 cubic feet are to be accepted as measurement cargo and the following formula shall be recognised for the calculation of their cubical contents, namely, that the square of the diameter be multiplied into the length and one-fifth be deducted from the product.

The scale for a consignment of an article not mentioned in the following schedule shall be a matter for arrangement between the shipper and the agents of the steamship concerned. Facilities will be provided for tests to be made should the quantity involved be sufficiently large.

| Articles. | To the Ton. |
|---|---|
| Ajwan (Weed) seed, in bags .. .. .. .. | 11 cwt. |
| Almonds shelled .. .. .. .. .. | 10 cwt. |
| Do. unshelled .. .. .. .. .. | 8 cwt. |
| Aloes, in kegs .. .. .. .. .. .. | 40 c. ft. |
| Alum, in bags .. .. .. .. .. .. | 16 cwt. |
| Angoor .. .. .. .. .. .. .. | 13 cwt. |
| Annatto, in cases .. .. .. .. .. | 40 c. ft. |
| Apricots or Jardaloo .. .. .. .. .. | 13 cwt. |
| Arrowroot, in cases .. .. .. .. .. | 40 c. ft. |

| Articles. | To the Ton. |
|---|---|
| Asafoetida, in cases .. .. .. .. .. | 40 c. ft. |
| Bajree, in bags .. .. .. .. .. | 18 cwt. |
| Barley, in bags .. .. .. .. .. | 16 cwt. |
| Beans, Arad, Oorid or Toor .. .. .. .. | 17 cwt. |
| Bees' Wax, in cases .. .. .. .. .. | 40 c. ft. |
| Betelnut, in bags .. .. .. .. .. | 13 cwt. |
| Blackwood, in straight square logs .. .. .. | 40 c. ft. |
| Do. otherwise .. .. .. .. | 16 cwt. |
| Bones, crushed, $\frac{3}{4}''$ mesh .. .. .. .. | 13 cwt. |
| Do. $\frac{1}{2}''$ mesh .. .. .. .. | 14 cwt. |
| Do. 5-16″ mesh .. .. .. | 15 cwt. |
| Bone meal, 3-32″ mesh .. .. .. .. | 20 cwt. |
| Borax, in cases .. .. .. .. .. | 40 c. ft. |
| Do. in bags .. .. .. .. | 16 cwt. |
| Bran, pressed in bags (of $45\frac{1}{2}'' \times 25''$ weighing not less than 140 lbs.) .. .. .. .. | 10 cwt. |
| Bran, in bags (unpressed) .. .. .. .. | 9 cwt. |
| Bullion .. .. .. .. .. .. | *ad valorem.* |
| Camphor, in cases .. .. .. .. .. | 40 c. ft. |
| Canes, Rattans, in bundles .. .. .. .. | 13 cwt. |
| Cardamoms, in bundles .. .. .. .. | 40 c. ft. |
| Casein powder, in bags .. .. .. .. | 13 cwt. |
| Cashew nuts, in cases .. .. .. .. .. | 40 c. ft. |
| Cassia Lignea, Fistula, and Buds .. .. .. | 40 c. ft. |
| Castor Seed, Bold Cawnpore .. .. .. | 10 cwt. |
| Do. small .. .. .. . | 12 cwt. |
| Chasum .. .. .. .. .. .. | 8 cwt. |
| Chillies, in bags .. .. .. .. .. | 4 cwt. |
| Do. in borras .. .. .. .. .. | 40 c. ft. |

* Sieves for testing purposes are kept in the rooms of the Chamber. A consignment shall correspond to the smallest mesh through which test 90 per cent. of a fair sample passes.

| Articles. | To the Ton. |
|---|---|
| China Root, in cases .. .. .. .. .. | 40 c. ft. |
| Cigars .. .. .. .. .. .. | 40 c. ft. |
| Cinchona bark .. .. .. .. .. | 10 cwt. |
| Cinnamon, in bales or cases .. .. .. .. | 40 c. ft. |
| Cloves, in cases .. .. .. .. .. | 40 c. ft. |
| Do. in bags or frazils .. .. .. .. | 8 cwt. |
| *Coculus Indicus*, in bags .. .. .. .. | 13 cwt. |
| Cocum, in bags .. .. .. .. .. | 10 cwt. |
| Coffee, in cases .. .. .. .. .. | 40 c. ft. |
| Do. in bags or frazils .. .. .. .. | 14 cwt. |
| Coir, in bales .. .. .. .. .. | 40 c. ft. |
| Do. in bundles or loose .. .. .. .. | 5 cwt. |
| Do. Rope, in coils .. .. .. .. .. | 40 c. ft. |
| Colocynth, in cases .. .. .. .. .. | 40 c. ft. |
| Colombo Root, in bags .. .. .. .. | 8 cwt. |
| Copra, in robbins or bags .. .. .. .. | 8 cwt. |
| Copra cut, in bags .. .. .. .. .. | 10 cwt. |
| Corriander Seed .. .. .. .. .. | 10 cwt. |
| Costus root (Ooplate) .. .. .. .. | 10 cwt. |
| Cotton Seed .. .. .. .. .. | 13 cwt. |
| Cotton, in bales .. .. .. .. .. | 40 c. ft. |
| Cowries, in cases .. .. .. .. .. | 40 c. ft. |
| Do. in bags .. .. .. .. .. | 16 cwt. |
| Cubebs .. .. .. .. .. .. | 10 cwt. |
| Cummin Seed (Jeera), in bags .. .. .. | 11 cwt. |
| Cutch or Terra Japonica, in bags or baskets .. | 13 cwt. |
| Cuttlefish .. .. .. .. .. .. | 4 cwt. |
| Dates, wet .. .. .. .. .. .. | 16 cwt. |
| Do. dry .. .. .. .. .. .. | 13 cwt. |
| Dhall, crushed, in bags .. .. .. .. | 17 cwt. |
| Dillseed (Aniseed or Soowa seed) .. .. .. | 10 cwt. |
| Divi-divi .. .. .. .. .. | 13 cwt. |

| Articles. | To the Ton. |
|---|---|
| Dragons' Blood, in cases .. .. .. .. | 40 c. ft. |
| Ebony, square and straight .. .. .. .. | 40 c. ft. |
| Do. otherwise .. .. .. .. .. | 16 cwt. |
| Elephants' Teeth, in cases .. .. .. .. | 40 c. ft. |
| Do. in bundles.. .. .. .. | 14 cwt. |
| Do. loose .. .. .. .. | 16 cwt. |
| Fennel Seed .. .. .. .. .. .. | 10 cwt. |
| Fenugreek or Methi Seed .. .. .. .. | 17 cwt. |
| Flour, in bags .. .. .. .. .. .. | 18 cwt. |
| Do. middlings, or sharps, in bags .. .. | 12 cwt. |
| Galingals .. .. .. .. .. .. | 10 cwt. |
| Galls, in bags .. .. .. .. .. .. | 13 cwt. |
| Do. in cases .. .. .. .. .. .. | 40 c. ft. |
| Ganja .. .. .. .. .. .. .. | 5 cwt. |
| Garlic .. .. .. .. .. .. .. | 8 cwt. |
| Ghandi medicine .. .. .. .. .. | 10 cwt. |
| Gingelly or Teel seed .. .. .. .. .. | 14 cwt. |
| Ginger, dry, in cases .. .. .. .. .. | 40 c. ft. |
| Do. in bags .. .. .. .. .. | 10 cwt. |
| Gram, in bags .. .. .. .. .. .. | 18 cwt. |
| Groundnuts, shelled .. .. .. .. .. | 14 cwt. |
| Do. unshelled .. .. .. .. | 6 cwt. |
| Gums, of all kinds, in cases .. .. .. .. | 40 c. ft. |
| Gum Olibanum or Googal, in bags .. .. .. | 13 cwt. |
| Do. Persian, in double bags .. .. .. | 17 cwt. |
| Do. Arabic, Tragacanth, in double bags .. .. | 17 cwt. |
| Hemp, in bales .. .. .. .. .. | 40 c. ft. |
| Do. loose or in bundles .. .. .. .. | 5 cwt. |
| Hides and Skins, in bales, bundles or casks .. | 40 c. ft. |
| Horns, Buffalo or Cow, loose .. .. .. | 13 cwt. |
| Do. do. in bundles or bags.. .. | 6 cwt. |
| Do. Deer, loose .. .. .. .. | 6 cwt. |

| Articles. | To the Ton. |
|---|---|
| Horn Tips, of any kind .. .. .. .. | 13 cwt. |
| Indigo, in cases .. .. .. .. .. | 40 c. ft. |
| Iron, of all sorts .. .. .. .. .. | 20 cwt. |
| Jackwood .. .. .. .. .. .. | 40 c. ft. |
| Jaggery .. .. .. .. .. .. | 18 cwt. |
| Jambul seed .. .. .. .. .. .. | 10 cwt. |
| Jestimud or Liquorice .. .. .. .. | 18 cwt. |
| Jowaree, in bags .. .. .. .. .. | 17 cwt. |
| Kangseed, in bags .. .. .. .. .. | 16 cwt. |
| Khismis or Raisins, in cases .. .. .. .. | 40 c. ft. |
| Lac Dye, in shells or cases .. .. .. .. | 40 c. ft. |
| Lac seed .. .. .. .. .. .. | 10 cwt. |
| Lang, in bags .. .. .. .. .. .. | 18 cwt. |
| Do. crushed, in bags .. .. .. .. | 17 cwt. |
| Linseed, in bags .. .. .. .. .. | 16 cwt. |
| Mace, in cases .. .. .. .. .. .. | 40 c. ft. |
| Maize, in bags .. .. .. .. .. .. | 16 cwt. |
| Mother-o'-Pearl, in tins or cases .. .. .. | 40 c. ft. |
| Dō. in bags .. .. .. .. | 16 cwt. |
| Mowrah flowers .. .. .. .. .. | 18 cwt. |
| Do. Seed, in bags .. .. .. .. | 13 cwt. |
| Munjeet or Madder Root, in cases or bales .. | 40 c. ft. |
| Do. in bundles or bags .. .. .. .. | 8 cwt. |
| Musk, in cases .. .. .. .. .. .. | 40 c. ft. |
| Mussoor (Lentils), in bags .... .. .. .. | 19 cwt. |
| Mustard Seed .. .. .. .. .. .. | 15 cwt. |
| Myrabolams, uncrushed, in bags .. .. .. | 14 cwt. |
| Do. crushed, in bags .. .. .. | 11 cwt. |
| Myrabolam Powder .. .. .. .. .. | 15 cwt. |
| Niger Seed .. .. .. .. .. .. | 14 cwt. |
| Nutmegs, in cases .. .. .. .. .. | 40 c. ft. |
| Nux Vomica, in cases .. .. .. .. | 40 c. ft. |

| Articles. | To the Ton. |
|---|---|
| Nux Vomica, in bags .. .. .. .. .. | 13 cwt. |
| Oats .. .. .. .. .. .. | 12 cwt. |
| Oil, of any kind, in casks, tins or cases .. .. | 40 c. ft. |
| Oil Cake, expeller .. .. .. .. .. | 16 cwt. |
| Do. rotary or ghanny .. .. .. | 15 cwt. |
| Do. hydraulic pressed .. .. .. | 16 cwt. |
| Do. powder .. .. .. .. .. | 16 cwt. |
| Opium .. .. .. .. .. .. | per chest. |
| Paddy, in bags.. .. .. .. .. .. | 13 cwt. |
| Pepper, in bags .. .. .. .. .. | 13 cwt. |
| Peas .. .. .. .. .. .. | 17 cwt. |
| Pimento .. .. .. .. .. .. | 12 cwt. |
| Pistachio nuts .. .. .. .. .. .. | 10 cwt. |
| Plumbago, in bags .. .. .. .. .. | 16 cwt. |
| Pollards, in bags .. .. .. .. .. | 10 cwt. |
| Poppy Seed, in bags .. .. .. .. .. | 13 cwt. |
| Rape Seed .. .. .. .. .. .. | 15 cwt. |
| Rattans Canes, in bundles .. .. .. .. | 13 cwt. |
| Do. ground .. .. .. .. .. | 13 cwt. |
| Red Wood .. .. .. .. .. .. | 13 cwt. |
| Rice, in bags .. .. .. .. .. .. | 18 cwt. |
| Rosin .. .. .. .. .. .. | 10 cwt. |
| Safflower, in cases or bales .. .. .. .. | 40 c. ft. |
| Do. in bags .. .. .. .. .. | 8 cwt. |
| Safflower Seed (Kurdi Seed or Kasumba), in bags .. .. .. .. .. .. | 13 cwt. |
| Sago, in cases .. .. .. .. .. .. | 40 c. ft. |
| Sal Ammoniac, in cases .. .. .. .. | 40 c. ft. |
| Do. in bags .. .. .. .. | 15 cwt. |
| Salt .. .. .. .. .. .. .. | 28 Indian maunds of 82⅔ lbs. |

| Articles. | To the Ton. |
|---|---|
| Saltpetre .. .. .. .. .. .. | 20 cwt. |
| Sandalwood and Sapanwood .. .. .. | 9 cwt. |
| Do. roots and chips .. .. .. .. | 7 cwt. |
| Sealing Wax, in cases .. .. .. .. | 40 c. ft. |
| Senna, in bags .. .. .. .. .. | 5 cwt. |
| Do. in bales .. .. .. .. .. | 40 c. ft. |
| Shells, rough, in bags .. .. .. .. | 16 cwt. |
| Silk, in bales .. .. .. .. .. .. | 8 cwt. |
| Do. in cases .. .. .. .. .. | 40 c. ft. |
| Soap, in cases .. .. .. .. .. .. | 40 c. ft. |
| Soap nuts .. .. .. .. .. .. | 10 cwt. |
| Sugar, in double bags .. .. .. .. | 19 cwt. |
| Talc .. .. .. .. .. .. | 16 cwt. |
| Tallow .. .. .. .. .. .. | 40 c. ft |
| Tamarind .. .. .. .. .. .. | 15 cwt. |
| Tea, in chests .. .. .. .. .. .. | 40 c. ft. |
| Timber .. .. .. .. .. .. | 40 c. ft. |
| Tobacco, in bales .. .. .. .. .. | 40 c. ft. |
| Tortoise-Shells, in chests .. .. .. .. | 40 c. ft. |
| Turmeric, in bags .. .. .. .. .. | 11 cwt. |
| Tutenague .. .. .. .. .. .. | 16 cwt. |
| Whanghees (*vide* Canes) .. .. .. .. | 13 cwt. |
| Wheat .. .. .. .. .. .. | 18 cwt. |
| Wines and Spirits, in casks or cases.. .. .. | 40 c. ft. |
| Wool, in bales .. .. .. .. .. .. | 40 c. ft. |
| Zedoary .. .. .. .. .. .. | 16 cwt. |

## General Rates of Commission.

*Table of General Rates of Commission chargeable in Bombay, adopted at a Special General Meeting of the Chamber, held on the 24th September* 1924.

IMPORT, EXPORT AND GENERAL BUSINESS.

| | | Per cent |
|---|---|---|
| 1. | On effecting insurance on amount insured .. .. | ½ |
| 2. | On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash .. .. .. .. | 1 |
| 3. | On the sale or purchase of goods of all denominations (except as under) .. .. .. .. .. | 2 |
| 4. | On purchase of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged .. .. .. .. | 1½ |
| 5. | On the sale or purchase of ships, of opium and of diamonds, pearls, and jewellery of all descriptions .. | 1 |
| 6. | On the sale or purchase of treasure or bullion .. | 1/16 |
| 7. | On the sale or purchase of cattle .. .. .. | 5 |
| 8. | On goods consigned which are disposed of by auction, or sent to a shop, on net proceeds .. .. .. | 2½ |
| 9. | On goods consigned and afterwards withdrawn, invoice cost .. .. .. .. .. .. .. | 1 |
| 10. | On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale .. .. | 1 |
| 11. | On attending the delivery of contract goods to the Government or individuals .. .. .. .. | 1 |
| 12. | On collecting house-rent .. .. .. .. | 1 |
| 13. | On sale or purchase of private Bills of Exchange .. | ¼ |
| 14. | On effecting remittances by Bills of Exchange .. | 1/16 |
| 15. | On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another.. | ½ |

| | | Per cent. |
|---|---|---|
| 16. | On surrendering or depositing in the Treasury Government Securities of all descriptions .. .. .. | ¼ |
| 17. | On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the position of the Agent .. .. .. .. .. .. | 1 |
| 18. | On debts when a process at law or by arbitration is necessary .. .. .. .. .. .. .. | 2½ |
| 19. | On debts when recovered without process of law or arbitration .. .. .. .. .. .. | 2½ |
| 20. | On managing the affairs of the estate for an executor or administrator .. .. .. .. .. .. | 5 |
| 21. | On recovering funds from a bankrupt estate .. .. | 2½ |
| 22. | On guaranteeing bills, bonds or debts in general, by endorsement or otherwise .. .. .. .. | ½ |
| 23. | On bills of exchange returned, noted or protested .. | ½ |
| 24. | On granting and cashing letters of credit .. .. | ½ |
| 25. | On depositing Government Paper as security for constituents .. .. .. .. .. .. | ½ |
| 26. | On deposits for short periods 2 or 3 months on amount of not less than Rs. 25,000 .. .. .. .. | 1/64 |

**Native Consignments.**

27. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

**Shipping Business.**

28. On procuring freight .. .. .. .. .. 2½

"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers." Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

| | | Per cent. |
|---|---|---|
| 29. | On collecting freight .. .. .. .. .. | 2½ |
| 30. | On tendering a vessel (if accepted) for the conveyance of troops ; on the amount of the charter party.. .. | 2½ |
| 31. | On shipping goods of every description on which no commission for the purchase has been charged .. | 1 |
| 32. | On shipping treasure, bullion and jewellery .. .. | ½ |
| 33. | On ship's disbursements when not in funds .. .. | 1 |
| 34. | On account of passage-money, whether the same passes through the Agent's hands or not .. .. .. | 5 |
| 35. | For executing orders to Charter or engage Tonnage in Bombay or at Outports .. .. .. .. .. | 2½ |
| 36. | On realising Bottomry Bonds or negotiating any loan on *respondentia* .. .. .. .. .. .. | 1 |
| 37. | On landing and re-shipping goods from any vessel in distress, stranded or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold .. .. .. .. .. | 1 |
| | If Opium, Indigo, Raw Silk or Silk Goods .. .. | ½ |
| | If Treasure, Precious Stones or Jewellery .. .. | ¼ |
| 38. | On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo .. .. .. | 2½ |

*Note.—Applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the Commission shall be calculated in that currency ; and when in sterling at the rate provided for under Rule* 28 *of the General Rates of Commission which fixes the rate on "procuring freight."*

# Bombay Port Trust Docks.

*Scale of Rates charged on goods Imported or Exported at the Bombay Port Trust Docks other than goods Imported or Exported by Coasting Steamers plying between Bombay and Ports on the West Coast of India for which there are separate rates.*

## SECTION I.

### *Wharfage Charges.*

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 1 | ANIMALS, ETC., LIVING. | | Rs. a. p. |
| A | Animals for Public Gardens in India .. .. .. .. | .... | Free |
| B | Birds, large, not otherwise enumerated .. .. .. | Each | 0 4 0 |
| C | Birds, small, not otherwise enumerated .. .. .. | Cage | 0 2 0 |
| D | Calves, foals, deer and pigs .. | Each | 0 10 0 |
| E | Camels, horses and mules .. | ,, | 2 0 0 |

NOTE.—Under the sanction of Government, with effect from 1st April 1929 and until further notice a surtax of 33⅓ per cent. is leviable on all charges made under this Scale of Rates with the following exceptions :—

Charges for water supply.
Charges for use of the Dry Docks.
Wharfage charges for liquid fuel and kerosine oil.
Wharfage charges for passengers' unmanifested baggage—Section I, Item 2C.
Charges for double tally of coast cargoes.
The extra fees leviable under Section III, on Passengers' baggage, classified under Item 2C of Section I.
Charges for services of divers leviable under Section XA (*e*)
Charges for hire of Tank Barge leviable under Section XA (*i*).
Charges for miscellaneous services leviable under Section XC (*j*) 1, 2 and 3.
Charges under Section XII (*b*) (*b*).

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 1 | ANIMALS, ETC., LIVING—*contd.* | | Rs. a. p. |
| F | Cows, buffaloes and bullocks .. | Each. | 1 0 0 |
| G | Dogs and monkeys .. .. | „ | 0 3 0 |
| H | Donkeys .. .. .. .. | „ | 1 12 0 |
| I | Elephants .. .. .. .. | „ | 6 0 0 |
| J | Fowls and ducks .. .. .. | Dozen | 0 3 0 |
| K | Goats and sheep .. .. .. | Each | 0 5 0 |
| L | Pigeons, quails and partridges .. | Dozen | 0 2 0 |
| M | Small birds or animals, such as cats, monkeys, etc., in charge of owner .. .. .. | .... | Free |
| N | Snakes and reptiles .. .. | Each | 0 2 0 |
| O | Tigers, bears, crocodiles and other wild animals .. .. .. | „ | 5 0 0 |
| P | Tigers and other wild animals, cubs of .. .. .. .. | „ | 1 0 0 |
| Q | Turkeys and geese.. .. .. | „ | 0 0 6 |
| 2 | APPAREL. | | |
| A | Clothing, old or new, haberdashery, hosiery, millinery, boots, shoes, caps, hats and hatters' ware and feathers .. | *Ad valorem* Import Package, Export | ¼% 0 6 0 |
| B | Gold and silver cloth, braid, thread, lametta, real and imitation .. .. .. .. | *Ad valorem* Import | ⅛ % with minimum charge of 1 8 0 per package. |
| | | Export Package | 1 8 0 |
| C | Baggage, passengers', unmanifested (excluding baggage, accompanying passengers travelling between Bombay and Indian and Persian Gulf Ports but not the Port of Aden) .. | Package. | 1 0 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 2 | APPAREL—*contd.* | | Rs. a. p. |
| D | Baggage, passengers', travelling between Bombay and Indian and Persian Gulf Ports, regarded as *bonafide* .. | .. | Free |
| E | Baggage, passengers', unmanifested and not regarded as *bonafide*. | on actual classification. | |
| | Note.—When the levy of wharfage on actual classification as indexed cannot in the opinion of the Dock Manager be applied, owing to the miscellaneous character of the contents of packages such baggage will be charged | Package<br>Cart load | 0 2 0<br>0 8 0 |
| F | Baggage of sailors, members of the Water Police and Preventive Officers when proceeding on or returning from duty through the Docks .. .. | Free | ... |
| 3 | ARMS AND AMMUNITION. | | |
| A | Guns, small arms, sporting guns, rifles, pistols, revolvers, etc., when imported or exported singly as part of personal equipment or baggage .. .. | Free | ... |
| B | Guns, small arms, sporting guns, rifles, pistols, revolvers, swords, bayonets, etc., when imported or exported in cases or packages | Package | 0 8 0 |
| C | Guns, small arms, sporting guns, rifles, pistols, revolvers, swords, bayonets, etc., when imported singly .. .. .. .. | Each | 0 2 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 3 | ARMS AND AMMUNITION—*contd.* | | Rs. a. p. |
| D | Lead shot .. .. .. .. | Ton | 2 4 0 |
| E | Parts of rifles, etc., safety cartridges (loaded), cartridge cases (empty), percussion caps and materials and implements for loading cartridges and accessories .. .. .. .. | Package | 0 8 0 |
| 4 | BONES, CRUSHED AND UNCRUSHED, MEAL AND DUST AND BONE SINEWS .. .. .. .. | Ton | 1 4 0 |
| 5 | BOOKS, BOOK COVERS, MANUSCRIPTS, RULED AND PRINTED MATTER, INCLUDING MAPS AND CHARTS .. .. .. .. | Package | 0 8 0 |
| 6 | BRUSHES AND BROOMS AND MATERIAL FOR MANUFACTURE OF. | | |
| A | Bristles and fibre for brushes and brooms .. .. .. | Case | 0 8 0 |
| B | Brushes and brooms, etc., in cases .. .. .. .. | ,, | 0 8 0 |
| C | Brushes and brooms, etc., loose .. | 100 | 0 4 0 |
| 7 | BUILDING AND ENGINEERING MATERIALS NOT MADE OF METAL. | | |
| A | Asphalt .. .. .. .. | Ton | 1 12 0 |
| B | Bricks of all kinds, not otherwise enumerated .. .. .. | ,, | 1 12 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export Rs. a. p. |
|---|---|---|---|
| 7 | BUILDING AND ENGINEERING MATERIALS NOT MADE OF METAL—*contd.* | | |
| C | Building stone, roofing felt, roofing slates and materials not enumerated .. .. .. | Ton | 2 4 0 |
| D | Cement, lime, lime-stones .. | ,, | 1 2 0 |
| E | Clay, fire .. .. .. .. | ,, | 2 0 0 |
| F | Earthenware hoppers or pans for water-closets .. .. | Cask<br>Crate<br>Case<br>Loose<br>Each | 1 0 0<br>0 14 0<br>0 10 0<br><br>0 2 0 |
| G | Earthenware pipes and connections .. .. .. .. | Ton | 1 12 0 |
| H | Tiles, foreign or country .. .. | ,, | 2 4 0 |
| I | Wooden doors and window frames | Package | 0 6 0 |
| 8 | CANDLES OF ALL KINDS .. .. | Cwt. | 0 4 0 |
| 9 | CARPETS, OIL CLOTH AND FLOOR COVERINGS. | | |
| A | Carpets, woollen .. .. .. | Package | 0 12 0 |
| B | ,, other than woollen .. | ,, | 0 8 0 |
| C | Oil cloth and floor cloth .. .. | Ton | 2 0 0 |
| 10 | CARRIAGES, CARTS, AND BICYCLES. | | |
| A | Carriages, four-wheeled .. .. | Each | 10 0 0 |
| B | ,, two-wheeled .. .. | ,, | 8 0 0 |
| C | Wheels and parts of carriages and carts not otherwise enumerated unpacked .. .. | ,, | 0 4 0 |
| D | ,, ,, ,, packed .. .. | Package | 0 12 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. Rs. a. p. |
|---|---|---|---|
| | CARRIAGES, CARTS AND BICYCLES. —*contd.* | | |
| E | Carts, four-wheeled .. .. | Each | 4 0 0 |
| F | „ two-wheeled .. .. | „ | 3 0 0 |
| G | „ country .. .. .. | „ | 1 0 0 |
| H | Bicycles, tricycles, etc., unpacked. | „ | 0 8 0 |
| I | „ „ „ packed .. | Package | 1 0 0 |
| J | Wheel barrows .. .. .. | Each | 0 2 0 |
| 11 | CHEMICALS AND CHEMICAL PRODUCTS. | | |
| A | Acids of all kinds in liquid form.. | Case | 0 8 0 |
| B | „ „ „ „ .. | ½ Case | 0 6 0 |
| C | „ „ „ in drums.. | Drum | 0 12 0 |
| D | Carbide of Calcium .. .. | Cwt. | 0 2 0 |
| E | Chemicals and chemical products, not otherwise enumerated .. | Ton | 2 0 0 |
| F | Chemicals and chemical products when weight cannot be ascertained.. .. .. .. | Case | 0 8 0 |
| G | Cylinders of carbonic acid gas, etc. | Each | 0 2 0 |
| H | Cylinders of ammonia .. .. | „ | 0 8 0 |
| I | Disinfectants, dry.. .. .. | Ton | 1 8 0 |
| J | „ liquid .. .. | 5 gallons or part thereof. | 0 2 0 |
| K | Ether .. .. .. .. | Package | 0 8 0 |
| 12 | CLOCKS, WATCHES AND OTHER TIME-PIECES. | | |
| A | Clocks and time-pieces .. .. | Case | 0 8 0 |
| B | Clocks, large, for towers, and accessories for clocks, etc. .. | „ | 0 12 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| | CLOCKS, WATCHES AND OTHER TIME PIECES—*contd.* | | Rs. a. p |
| C | Watches, gold and silver .. | *Ad valorem* Import | ⅛% minimum charge of Rs. 1-8-0 Per package |
| | | Export | |
| | | Package | 1 8 0 |
| D | „ other .. .. .. | Case | 0 12 0 |
| 13 | COAL, COKE AND PATENT FUEL. | | |
| A | Coal, coke, charcoal, patent fuel, cinders, ashes and mint dust, in bulk (without Port Trust labour) .. .. .. .. | Ton | 1 0 0 |
| B | Coal, coke and charcoal, in bags.. | „ | 1 4 0 |
| 14 | COIR AND OTHER FIBRES, CORDAGE, ROPE AND TWINE. | | |
| A | Coir carpets in rolls .. .. | Package | 0 8 0 |
| B | „ mats (door mats) .. .. | „ | 0 6 0 |
| C | Cordage and rope of all kinds .. | Ton | 2 0 0 |
| D | Hemp, rhea, coir and aloe fibres, loose, in bundles .. .. | „ | 2 0 0 |
| E | Hemp, rhea, coir and aloe fibres, pressed .. .. .. .. | Bale | 0 4 0 |
| F | Twine .. .. .. .. | Ton | 2 0 0 |
| 15 | CORAL, REAL OR IMITATION .. | Package | 1 0 0 |
| 16 | CORK. | | |
| A | Corks .. .. .. .. | Package | 0 6 0 |
| B | Corkwood sheets .. .. .. | „ | 0 8 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 17 | COTTON AND ARTICLES MADE OF COTTON. | | Rs. a. p. |
| A | Cotton piece-goods upto 40 c. ft. each .. .. .. .. | Package | 0 6 0 |
| B | Cotton piece-goods over 40 c. ft. | ,, | 0 12 0 |
| C | Cotton, raw, Indian pressed bales (3½ cwts. plus tare) or docras of 3 cwts. or under .. | Bale or docra. | 0 8 0 |
| D | Cotton, raw, American, or other pressed bales of 4 cwts. or over. | Bale | 0 12 0 |
| E | Cotton, raw, Egyptian, or other pressed bales of 6 cwts. or over and unpressed bales or docras of over 3 cwts. .. .. .. | Bale or docra. | 0 12 0 |
| F | Thread, sewing .. .. .. | Package | 0 6 0 |
| G | Twist and yarn .. .. .. | ,, | 0 6 0 |
| H | Waste, cotton, twist .. .. | Bale | 0 6 0 |
| I | Kapok or Sawree cotton, in bags, bundles or packages of 1 cwt. and under .. .. .. | Package | 0 2 0 |
| 18 | DRUGS AND MEDICINES. | | |
| A | Drugs, country or foreign, in bulk, bags or bundles .. .. | Ton | 2 0 0 |
| B | Drugs, country or foreign, in bulk, packed .. .. .. .. | Package | 0 8 0 |
| 19 | DYEING AND TANNING MATERIALS. | | |
| A | Dyes, country, in bulk, bags or bundles, not otherwise enumerated .. .. .. .. | Ton | 2 0 0 |
| B | Dyes, country, in cases .. .. | Case | 0 8 0 |
| C | ,, foreign .. .. .. | Cwt. | 0 4 0 |
| D | Gallnuts, myrobalans .. .. | Ton | 1 0 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. Rs. a. p. |
|---|---|---|---|
| 20 | EARTH AND CLAY, INCLUDING SAND AND BALLAST. | .. | |
| A | Ballast and kentledge (without Port Trust labour) .. .. | Ton | 0 4 0 |
| B | Ballast and kentledge by lighters to and from Port Trust Bunders .. .. .. .. | Free | .. |
| C | Chalk, talc, pipe clay, mica and gypsum .. .. .. .. | Ton | 2 0 0 |
| D | China clay in casks .. ... | ,, | 2 0 0 |
| D (*a*) | China clay in bulk provided that discharge is effected direct into open wagons .. .. .. | ,, | 1 0 0 |
| E | Earth and ochre of sorts .. .. | ,, | 1 0 0 |
| F | Plaster of Paris .. .. .. | Package | 0 8 0 |
| G | Whiting .. .. .. .. | Ton | 2 0 0 |
| H | Imported loose as broken stowage .. .. .. .. | ,, | 1 0 0 |
| 21 | EARTHENWARE, CHINA, PORCELAIN AND GLASS, EXCEPT BUILDING AND ENGINEERING MATERIAL. | | |
| A | Bowls, cups, chillims, country .. | 100 | 0 2 0 |
| B | Carboys, empty, and coojas .. | Each | 0 0 3 |
| C | Chinaware in rolls .. .. | Dozen | 0 4 0 |
| D | Empty bottles .. .. .. | Package | 0 8 0 |
| E | ,, ,, unpacked .. | Dozen | 0 0 6 |
| F | Glass bangles, beads, tubes, etc... | Package | 0 8 0 |
| G | Glass, China, and earthenware, broken .. .. .. .. | ,, | 0 6 0 |
| H | Glass, window .. .. .. | ,, | 0 3 0 |
| I | ,, plate and sheet .. .. | ,, | 0 8 0 |
| J | Glass and earthenware, porcelain, chinaware, japanware and lampware .. .. | Cask<br>Crate<br>Case, &c. | 1 0 0<br>0 12 0<br>0 8 0 |
| K | Pots and jars, unpacked .. .. | Each | 0 1 0 |
| L | Retorts, loose .. .. .. | Ton | 2 4 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. Rs. a. p. |
|---|---|---|---|
| 22 | FIREWORKS OF ALL KINDS. | | |
| A | Dewasalis and joss sticks .. | Package | 0 2 0 |
| B | Fireworks of all kinds .. .. | ,, | 0 8 0 |
| 23 | FLAX AND ARTICLES MADE OF FLAX. | | |
| A | Canvas including canvas bags in bales .. .. .. .. | Package | 0 8 0 |
| B | Flax and linen piece-goods .. | ,, | 0 6 0 |
| C | Hose .. .. .. .. | ,, | 0 12 0 |
| D | Tarpaulins, new .. .. .. | ,, | 0 12 0 |
| E | ,, old .. .. .. | ,, | 0 6 0 |
| 24 | FRUITS, HOPS, VEGETABLES AND EDIBLE NUTS. | | |
| A | Cocoanuts (subject to a minimum of Re. 0-2-0 per bag) .. .. | 1,000 | 0 8 0 |
| B | Copra .. .. .. .. | Ton | 1 0 0 |
| C | Dates in bags or bundles, and wet dates in baskets from the Persian Gulf only .. ... .. | ,, | 1 8 0 |
| D | Fruits, dried, and edible nuts of all kinds, not otherwise enumerated, in bags or bundles .. | ,, | 2 0 0 |
| E | Fruits, fresh and dried, and edible nuts of all kinds, not otherwise enumerated in barrels, crates, cases or baskets .. | Package | 0 8 0 |
| F | Fruits, fresh, in bulk .. .. | Cartload | 0 13 0 |
| G | Groundnuts .. .. .. | Ton | 1 2 0 |
| H | Hops .. .. .. .. | Package | 0 0 0 |
| | | Ton | 1 0 0 |
| I | Vegetables, fresh, including potatoes, onions, garlic, etc. .. | Cartload | 0 12 0 |
| | | Coolie-load | 0 2 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 25 | FURNITURE AND CABINETWARE. | | Rs. a. p. |
| A | Chairs, unpacked .. .. .. | Each | 0 1 0 |
| B | Furniture, unpacked, other than chairs .. .. .. .. | ,, | 0 4 0 |
| C | Furniture in cases, crates or packages .. .. .. | Package | 0 12 0 |
| 26 | GRAIN, FLOUR AND PULSE. | | |
| A | Flour, except corn flour and farinaceous preparations in tins. | Ton | 0 12 0 |
| B | Grains and pulse other than rice . | ,, | 0 12 0 |
| C | Rice .. .. .. .. | ,, | 0 10 0 |
| 27 | GRASS, HAY AND FODDER OF ALL KINDS. | | |
| A | Bran, chunee, husk and fodder, for animals .. .. .. | Ton | 0 12 0 |
| B | Hay, straw and kirbi, pressed .. | Bale | 0 4 0 |
| C | Hay, straw and kirbi, in bundles . | Ton | 2 0 0 |
| 28 | GROCERIES, PROVISIONS AND OILMANSTORES. | | |
| A | Beef and pork, in casks, barrels, etc. .. .. .. .. | Package | 0 8 0 |
| B | Coffee and cocoa, in bags.. .. | Ton | 1 8 0 |
| C | Fish, dried, fishmaws, sharkfins and samoodar fins .. .. | ,, | 2 4 0 |
| D | Ghee .. .. .. .. | ,, | 2 0 0 |
| E | Groceries, provisions, oilmanstores and articles under item 28. | Case<br>Crate or Bundle<br>Cask | 0 4 0<br>0 8 0<br>0 12 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. Rs. a. p |
|---|---|---|---|
| 28 | GROCERIES, PROVISIONS AND OILMANSTORES—*contd.* | | |
| F | Groceries, provisions, oilmanstores and articles under item 28, fresh, unpacked .. .. | Coolie-load. | 0 2 0 |
| G | Groceries, provisions, oilmanstores and articles under item 28, for daily use of ships in Dock .. .. .. .. | Free | |
| H | Indian condiments .. .. | Package | 0 4 0 |
| I | „ „ .. .. | Cask | 0 8 0 |
| J | Oatmeal, sago, biscuits and arrowroot and others, unenumerated, in bags .. .. .. | Ton | 1 8 0 |
| K | Saffron .. .. .. .. | Case | 1 0 0 |
| 29 | GUM, GUM RESINS, INDIA-RUBBER AND LAC. | | |
| A | Amber beads and ware .. .. | Case | 1 0 0 |
| B | Caoutchouc or India-rubber solution .. .. .. .. | „ | 0 8 0 |
| C | Gum, gum resins of all kinds and lac .. .. .. .. | Ton | 2 4 0 |
| D | Hose, rubber-lined .. .. | Case | 0 12 0 |
| E | India-rubber, in bags or bundles . | Ton | 2 4 0 |
| F | India-rubber and manufactures of, not otherwise enumerated . | Case | 0 8 0 |
| G | Lac, manufactures of .. .. | „ | 0 8 0 |
| H | Tyres, rubber .. .. .. | Package | 1 0 0 |
| I | Tyres, rubber, unpacked .. .. | Each | 0 2 0 |
| J | Waterproof cloth .. .. . | Package | 0 8 0 |
| 30 | HEAVY LIFTS. | | |
| A | Package over 1½ and not exceeding 3 tons .. .. .. | Ton | 2 4 0 |
| B | Package 3 and not exceeding 5 tons .. .. .. . | „ | 2 8 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. Rs. a. p. |
|---|---|---|---|
| 30 | HEAVY LIFTS—*contd.* | | |
| C | Package over 5 and not exceeding 8 tons .. .. .. | Ton | 3 0 0 |
| D | Package over 8 and not exceeding 11 tons .. .. .. .. | „ | 4 0 0 |
| E | Package over 11 and not exceeding 15 tons .. .. .. | „ | 5 0 0 |
| F | Packages over 15 and not exceeding 100 tons .. .. .. | „ | 7 8 0 |
| | NOTE.—Charges on heavy lifts and all articles charged under Item 30 (except single items weighing 30 tons and over and unpacked boilers, which will be charged on dead-weight,) will be levied by measurement or weight at option of the Docks Manager. If by measurement 40 c.ft. will be considered one ton, and the rate per ton will be that at which the dead-weight is chargeable. | | |
| 31 | HIDES, SKINS, RAW OR CURED, AND GUTS. | | |
| A | Guts .. .. .. .. | Bale or Package | 0 8 0 |
| B | Hides and skins of all kinds including clippings .. .. | Ton | 2 8 0 |
| 32 | HORNS, TIPS AND PIECES OF HORN, HORNMEAL AND ARTICLES MADE OF HORN, NOT OTHERWISE ENUMERATED. | | |
| A | Horns of all kinds in bulk, bags or bundles .. .. .. | Ton | 1 8 0 |
| B | Horns and articles made of horn, packed .. .. .. .. | Package | 0 8 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 33 | ICE. | | Rs. a. p. |
| A | Ice .. .. .. .. .. | Ton | 1 12 0 |
| B | Small quantities for use of ships in Dock or Harbour .. .. | Free | |
| 34 | INSTRUMENTS, APPARATUS AND PARTS THEREOF, INCLUDING MUSICAL INSTRUMENTS. | | |
| A | Electric fans and parts thereof .. | Under items 30 & 43B | |
| B | Electric lights and parts thereof .. .. .. .. | Package | 0 12 0 |
| C | Harmoniums, organs, pianofortes and pianolas, if under 20 c. ft. | ,, | 1 4 0 |
| D | ,, ,, ,, ,, if 20 & under 30 ,, | ,, | 1 13 0 |
| E | ,, ,, ,, 30 ,, 40 ,, | ,, | 2 8 0 |
| F | ,, ,, ,, 40 ,, 50 ,, | ,, | 3 0 0 |
| G | ,, ,, ,, 50 ,, 60 ,, | ,, | 5 0 0 |
| H | ,, ,, ,, 60 ,, 70 ,, | ,, | 8 0 0 |
| I | ,, ,, ,, 70 ,, 80 ,, | ,, | 12 0 0 |
| J | ,, ,, ,, 80 c. ft. & over .. | ,, | 15 0 0 |
| K | Instruments, drawing, mathematical, musical, nautical, optical, photographic, scientific, surgical, etc., and apparatus not otherwise enumerated .. .. | *Ad valorem* Import Package Export | ½ % 0 8 0 |
| L | Instruments and electrical appliances, fittings and parts of, not otherwise enumerated .. | Package | 0 12 0 |
| M | Telegraph, telephone and electric cable and wire .. .. .. | Ton | 2 4 0 |
| 35 | IRONMONGERY, CUTLERY AND HARDWARE. | | |
| A | Baths, iron, galvanized .. .. | Dozen | 0 12 0 |
| B | Bellows, smiths, unpacked .. | Each | 0 4 0 |
| C | Bricks, bath .. .. .. | Case | 0 4 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 35 | IRONMONGERY, CUTLERY AND HARDWARE—*contd.* | | Rs. a. p. |
| D | Buckets, iron or metal .. .. | Dozen | 0 4 0 |
| E | Drums, empty, small .. .. | Each | 0 0 3 |
| F | Hardware, ironmongery and agricultural implements, not otherwise enumerated .. .. | Ton | 2 4 0 |
| G | Lamps, lanterns, lampware, platedware, cutlery, tools and hardware, etc., (when no weight is given) .. .. | Cask | 1 2 0 |
| | | Crate | 0 14 0 |
| | | Package | 0 9 0 |
| H | Nails of sorts .. .. .. | Ton | 1 12 0 |
| I | Shovels, spades and pickaxes .. | Dozen | 0 4 0 |
| 36 | IVORY AND IVORYWARE. | | |
| A | Ivory .. .. .. .. | Cwt. | 0 4 0 |
| B | Ivoryware .. .. .. .. | Package | 1 0 0 |
| 37 | JEWELLERY, PLATE, GOLD AND SILVER. | | |
| A | Gold and silver leaf, real .. | *Ad valorem* Import | ⅛% with minimum charge of Rs. 1-8-0 per package. |
| | | Export | |
| | | Package | 1 8 0 |
| B | „ „ „ „ imitation .. | Package | 0 4 0 |
| C | Jewellery, precious stones, gems and pearls .. .. .. | *Ad valorem* Import | ⅛% with minimum charge of Rs. 1-8-0 per package. |
| | | Export | |
| | | Package | 1 8 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 37 | JEWELLERY, PLATE, GOLD AND SILVER—*contd.* | | Rs. a. p. |
| D | Jewellery and pearls, imitation. | Package | 0 8 0 |
| E | Plate, gold and silver .. .. | *Ad valorem* Import | 1/8% with minimum charge of Rs. 1-8-0 per package. |
| | | Export | |
| | | Package | 1 8 0 |
| 38 | JUTE, RAW, AND ARTICLES MADE OF JUTE. | | |
| A | Gunny bags, old .. .. .. | Package | 0 4 0 |
| B | ,, pieces and bags and hessians gunny cloth .. | Bale | 0 10 0 |
| C | Jute canvas .. .. .. | Package | 0 8 0 |
| D | ,, pressed .. .. .. | Bale | 0 6 0 |
| E | ,, unpressed (slack bundles). | Ton | 2 0 0 |
| 39 | LACQUERS AND LACQUERWARE .. | Package | 0 8 0 |
| 40 | LEATHER AND ARTICLES MADE OF LEATHER NOT OTHERWISE ENUMERATED. | | |
| A | Harness and saddlery .. .. | Package | 0 8 0 |
| B | Hose, leather .. .. .. | ,, | 0 12 0 |
| C | Leather, foreign or country .. | Ton | 2 8 0 |
| D | ,, imitation.. .. .. | Package | 0 8 0 |
| E | Portmanteaux, bags and trunks.. | ,, | 0 8 0 |
| 41 | LEAVES, CANES AND MANUFACTURES OF. | | |
| A | Bamboos .. .. .. .. | 50 or part of 50 | 0 4 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. Rs. a. p. |
|---|---|---|---|
| 41 | LEAVES, CANES AND MANUFACTURES OF—*contd.* | | |
| B | Baskets, cane .. .. .. | Dozen | 0 2 0 |
| C | Canes, Malacca .. .. .. | ,, | 0 4 0 |
| D | ,, rattans .. .. .. | Ton | 2 4 0 |
| E | Danthans (country tooth brushes) | ,, | 2 4 0 |
| F | Fans, tiffin baskets, reeds .. | Package | 0 8 0 |
| G | Kuskus for tatties .. .. | ,, | 0 2 0 |
| H | Leaves, betel, beedie and furrah . | ,, | 0 2 0 |
| I | Mats, foreign .. .. .. | ,, | 0 8 0 |
| J | ,, country .. .. .. | ,, | 0 6 0 |
| K | Matting .. .. .. .. | Package or roll | 0 8 0 |
| 42 | LIQUORS AND SPIRITS INCLUDING METHYLATED SPIRITS. | | |
| A | Ale, beer, porter and cider, in wood | Hogshead. | 0 8 0 |
| B | Ale, beer, porter and cider, in bottles .. .. .. .. | 1 doz. quarts or 2 doz. pints. | 0 2 0 |
| C | Ale, beer, porter and cider .. | Kilderkin. | 0 4 0 |
| D | ,, ,, ,, .. | Firkin | 0 2 0 |
| E | Spirits, including methylated spirits, liquors and wines, in wood .. .. .. .. | Imperial gallon. | 0 0 4 |
| F | Spirits, including methylated spirits, liquors and wines, in bottles .. .. .. .. | ,, | 0 1 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 43 | MACHINERY AND PARTS OF MACHINERY. | | Rs. a. p. |
| A | Belting, packing, asbestos and asbestos sheets .. .. .. | Case, crate or package. | 0 12 0 |
| B | Machinery and parts of machinery not exceeding 1½ tons :—<br>(1) Prime movers .. ..<br>(2) Electrical machinery of all kinds, not including instruments—<br>(*a*) Generators .. ..<br>(*b*) Motors .. ..<br>(*c*) Other kinds .. ..<br>(3) Machinery (not being prime movers or electrical machinery)—<br>(*a*) Aerated water machinery .. ..<br>(*b*) Agricultural .. ..<br>(*c*) Boilers .. ..<br>(*d*) Metal working machinery ..<br>(*e*) Mining machinery ..<br>(*f*) Oil crushing and refining machinery .. ..<br>(*g*) Paper mill machinery .. ..<br>(*h*) Rice and flour mill machinery .. ..<br>(*i*) Refrigerating machinery .. ..<br>(*j*) Saw mill and wood working machinery .. .. | Ton | 2 0 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 43 | MACHINERY AND PARTS OF MACHINERY—*contd.* | | Rs. a. p. |
| B | (*k*) Sugar, tea and textile machinery .. .. | Ton | 2 0 0 |
| | (*l*) Printing machinery | | |
| | (*m*) Other sorts of machinery .. | | |
| C | Machinery (and parts of machinery) worked by manual or animal power .. .. .. .. | Under Item 35 F. G. | |
| D | Sewing and knitting machines and accessories .. .. .. | Package. | 0 8 0 |
| E | Typewriters, duplicators and accessories .. .. .. | ,, | 0 8 0 |
| | NOTE (*a*)—All packages and single items over 1½ tons each will be charged as heavy lifts, under Item No. 30. | | |
| | (*b*)—Charges on machinery and other items charged as machinery will be levied by measurement or weight at option of the Docks Manager, if by measurement 40 c. ft. will be considered one ton, and the rate per ton will be that at which the deadweight is chargeable. | | |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| | | | Rs. a. p. |
| 44 | MANURES OF ALL KINDS, NOT OTHERWISE ENUMERATED .. | Ton | 1 4 0 |
| 45 | MATCHES OF ALL KINDS .. .. | Package | 1 0 0 |
| 46 | METALS, MINERALS AND ARTICLES MADE OF METAL, NOT CLASSIFIED UNDER HARDWARE OR MACHINERY. | | |
| A | Brass, copper, yellow metal, spelter, tin, zinc and all metals, manufactured and unmanufactured and old, not otherwise enumerated .. .. | Ton | 2 0 0 |
| B | Brass, copper, yellow metal, spelter, tin, zinc and all metals, manufactured when no weight is given .. .. .. .. | Cask<br>Crate<br>Package | 1 0 0<br>0 12 0<br>0 8 0 |
| C | Iron and steel, bar, rod, hoop, scrap, sheets, plates, bands, old iron and steel, angle iron, T-iron, girders, castings and cast-iron pipes under 1½ tons, pig iron, galvanized iron pipes, or tubes, steel fagot, keg, spring and octagon .. .. .. | Ton | 1 8 0 |
| | NOTE—Girders, castings, cast-iron pipes, &c., over 1½ tons | Item No. 30 | |
| D | Ores of all kinds .. .. .. | Ton | 0 10 0 |
| | *Note.*—If within 6 months from date of shipment, shippers furnish the Docks Manager with certificates of ore outturned at destination, a rebate of annas 2 per ton will be allowed on the original quantity declared and wharfage on the actual quantity excess or short shall be adjusted at 8 | | |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 46 | METALS, MINERALS AND ARTICLES MADE OF METAL, NOT CLASSIFIED UNDER HARDWARE OR MACHINERY—*contd.* annas per ton, or alternatively if Port Trust Railway weighment certificates are produced, wharfage will be levied at 8 annas per ton forthwith on the quantities shown in the certificates, no subsequent adjustment on out-turn certificates being allowed. | | Rs. a. p. |
| E | Quicksilver .. .. .. | Package | 0 6 0 |
| F | Tin clippings .. .. .. | Ton | 0 12 0 |
| G | Wires of all kinds, not otherwise enumerated .. .. .. | ,, | 2 4 0 |
| 47 | MINERAL AND AERATED WATERS AND ALL NON-ALCOHOLIC BEVERAGES. | | |
| A | Aerated and mineral waters .. | Dozen | 0 1 0 |
| B | ,, ,, .. | Case or Cask | 0 4 0 |
| C | All non-alcoholic beverages .. | ,, | 0 4 0 |
| 48 | MOTOR VEHICLES, MOTOR BODIES, MOTOR CHASSIS AND MOTOR PARTS, NOT OTHERWISE ENUMERATED. | | |
| A | Packed in cases and crates or bundles and weighing singly up to 1½ tons d. w. .. ... .. | Ton | 2 0 0 |
| B | Packed in cases and exceeding singly 1½ tons d. w. .. ... | ,, | Item 30. |
| C | Unpacked and weighing singly up to 1 ton d. w. .. .. | Ton Import Each | 2 0 0 |
| | | Export | 7 8 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 48 | MOTOR VEHICLES, MOTOR BODIES, MOTOR CHASSIS AND MOTOR PARTS, NOT OTHERWISE ENUMERATD—*contd.* | | |
| D | Unpacked and exceeding singly 1 ton d. w. | Ton Import<br>Each Export | 2 0 0<br>10 0 0 |
| E | ,, ,, ,, 1½ ,, ... | Ton Import<br>Item 30 Each<br>Export | 15 0 0 |
| F | ,, ,, ,, 2 ,, .. | Ton Import<br>Item 30 Each<br>Export | 20 0 0 |
| G | Motor cars, unpacked and *bona-fide* owned by and accompanying passengers travelling between Bombay and Indian and Persian Gulf Ports (but not the Port of Aden) and not stored in the Dock ... ... .. | Each | 7 8 0 |
| H | Motor cycles, side cars and scooters, packed. | ,, | 4 0 0 |
| I | ,, ,, ,, ,, ,, unpacked | ,, | 1 0 0 |
| | NOTE.—(*a*) Unpacked motor vehicles and motor chassis will be accepted in the Docks for open storage only prior to shipment and will lie at shippers risk.<br>(*b*) The export rates for unpacked motor vehicles, motor bodies, motor chassis | | |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| | MOTOR VEHICLES, MOTOR BODIES, MOTOR CHASSIS AND MOTOR PARTS, NOT OTHERWISE ENUMERATED—*concld.* | | |
| | and motor parts not otherwise enumerated and the rates under Item 48-G apply to shipments to Ports in India, Burmah, Ceylon and the Persian Gulf; otherwise the import rates will be charged. | | |
| | (*c*) Charges will be levied by measurement or weight at option of the Docks Manager. If by measurement 40 c. ft. will be considered one ton, and the rate per ton will be that at which the deadweight is chargeable. | | |
| 49 | NAVAL AND MILITARY STORES. | | |
| A | Naval and Military stores *bona fide* the property of Government, arms (including rifles), equipment, ordnance and commissariat stores, not exceeding 5 tons per piece or package .. .. .. .. | Ton | 2 0 0 |
| B | Naval and Military stores *bona fide* the property of Government, arms (including rifles), equipment, ordnance and commissariat stores, when no weight is given or cannot be ascertained .. .. .. | Package | 0 4 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 49 | NAVAL AND MILITARY STORES —*contd.* | | Rs. a. p. |
| C | Naval and Military Stores *bona fide* the property of Government, arms (including rifles), equipment, ordnance and commissariat stores, packages over 5 tons in weight. | Under Item 30. | |
| 50 | OILS. | | |
| A | Liquid fuel in bulk .. .. | 12 Imperial gallons | 0 1 6 |
| B | „ „ in casks or drums .. | | |
| C | Oils, Lubricating in bulk discharged into the Trustees' Oil Pipe .. .. .. .. | Ton. | 1 8 0 |
| D | Oils, vegetable, mineral and animal, in tins, drums or cases under 3 cwts. .. .. .. | Imperial gallon | 0 0 3½ |
| E | Oils, vegetable, mineral and animal, in casks or drums of 3 cwts. or over .. .. .. | Ton. | 1 8 0 |
| F | Oils, kerosene, in tins, drums or cases .. .. .. .. | 8 Imperial gallons. | 0 2 0 |
| G | Oils, kerosene, in bulk, discharged into Trustees' Oil Pipe .. | 8 Imperial gallons. | 0 1 0 |
| | Paraffin wax .. .. .. | Ton. | 2 0 0 |
| | NOTE.—Vegetable mineral, and animal oils, imported or exported, in bottles, will be charged under Item No. 18B. | | |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. Rs. a. p. |
|---|---|---|---|
| 51 | OIL-CAKES .. .. .. .. | Ton. | 1 4 0 |
| 52 | OPIUM. | | |
| A | Opium, package, up to 70 lbs. .. | Package. | 0 12 0 |
| B | „ „ over 70 „ .. | „ | 1 4 0 |
| 53 | PAINTS, PAINTERS' MATERIALS, ETC. | | |
| A | Lamp-black .. .. .. | Cwt. | 0 4 0 |
| B | Paints, dry and mixed .. .. | Ton | 2 8 0 |
| C | Turpentine and Turpentine substitutes .. .. .. | 10 Imperial gallons or part of. | 0 3 0 |
| D | Varnish, French Polish, &c. | 5 Imperial gallons or part of. | 0 2 0 |
| 54 | PAPER-MAKING MATERIALS. | | |
| A | Pulp of wood or other paper making materials .. .. | Ton | 2 0 0 |
| B | Rags .. .. .. .. | Package | 0 4 0 |
| 55 | PERFUMERY AND PERFUMERY OILS. | | |
| A | Dhowrie, rose and lavender flowers, dried, and incense .. | Ton | 2 0 0 |
| B | Musk .. .. .. .. | Package | 1 4 0 |
| C | Perfumery .. .. .. .. | Case | 1 0 0 |
| D | Perfumed essential and non-essential oils of all sorts .. | Package | 1 0 0 |
| E | Rose water .. .. .. | Case or drum. | 0 3 0 |
| F | „ „ .. .. .. .. | Carboy. | 0 1 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 56 | PICTURES, PICTURE FRAMES, PRINTS, ENGRAVINGS, PHOTOGRAPHS AND WORKS OF ART INCLUDING SMALL CLAY AND METAL FIGURES. | | Rs. a. p. |
| A | Clay figures, unpacked .. .. | Each | 0 2 0 |
| B | Mouldings .. .. .. .. | Package | 2 0 0 |
| C | Pictures, prints, engravings, photographs and works of art .. | „ | 1 0 0 |
| 57 | PITCH, TAR AND DAMMER .. | Ton | 2 0 0 |
| 58 | PLANTS AND BULBS INCLUDING SEEDS FOR SOWING. | | |
| A | Garden seeds and seeds for sowing. | Package | 0 8 0 |
| B | Plants and bulbs, packed .. | „ | 0 4 0 |
| C | „ „ unpacked .. | Dozen | 0 4 0 |
| D | „ „ for Public Gardens in India. | Free | |
| 59 | POLISHES. | | |
| .. | Polishes and compositions for application to leather or metals .. .. .. .. | Cask<br>Crate<br>Case | 1 0 0<br>0 12 0<br>0 8 0 |
| 60 | PRINTING AND LITHOGRAPHIC MATERIAL (OTHER THAN PAPER). | | |
| A | Lithographic stones .. .. | Ton | 2 4 0 |
| B | Printing material, type and dyes. | Package | 0 8 0 |
| 61 | RAILWAY AND TRAMWAY PLANT AND MATERIALS. | Under Items Nos. 30 and 43. | |
| 62 | SALT. | | |
| A | Salt, in bulk or bags .. .. | Ton | 0 8 0 |
| B | „ refined .. .. .. | Package | 0 4 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| | | | Rs. a. p. |
| 63 | SEEDS. | | |
| .. | Seeds of all kinds, not otherwise enumerated .. .. .. | Ton | 0 12 0 |
| 64 | SHELLS AND COWRIES. | | |
| A | Shells of all kinds, loose or in bags .. .. .. .. | ,, | 2 0 0 |
| B | ,, ,, in cases | Case | 0 8 0 |
| 65 | SHIPS, PARTS OF, INCLUDING BOATS AND LAUNCHES AND GEAR FOR BOATS AND LAUNCHES. | | |
| A | Boats and launches, under 1½ tons .. | Each | 2 8 0 |
| B | ,, ,, over 1½ tons .. .. .. .. | Under Item 30 | |
| C | Oars, Indian, unpacked .. .. | Dozen | 0 4 0 |
| D | ,, foreign ,, .. .. | ,, | 0 8 0 |
| E | Ship, launch and boat gear and appliances, not otherwise enumerated .. .. .. | Package | 0 4 0 |
| F | Ship, launch and boat gear loose.. | Cart-load | 0 8 0 |
| | | Coolie-load. | 0 2 0 |
| 66 | SILK. | | |
| A | Piece-goods .. .. .. | Package | 1 0 0 |
| B | Raw silk, waste and yarn .. | ,, | 1 0 0 |
| 67 | SMOKER'S REQUISITES (EXCLUDING TOBACCO) .. .. | ,, | 0 12 0 |
| 68 | SOAP. | | |
| A | Soap, perfumed .. .. .. | ,, | 0 8 0 |
| B | ,, bar and laundry .. .. | ,, | 0 2 0 |
| C | ,, soft .. .. .. .. | Ton | 2 0 0 |
| D | Soapnuts (rita and shikakai) .. | ,, | 2 0 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. Rs. a. p. |
|---|---|---|---|
| 69 | SPECIE AND BULLION. | | |
| A | Bullion and specie, gold and silver .. | Piece or Package. | 0 12 0 |
| B | Coins, other than „ „ | Package | 0 6 0 |
| 70 | SPECIMENS, CURIOSITIES, MODELS, &c. .. .. .. .. | „ | 0 8 0 |
| 71 | SPICES, &c. Betelnuts, cardamoms, cassia, chillies, cinnamon, cloves, ginger, nutmegs, pepper and otherwise unenumerated in bags .. .. .. .. | Ton | 2 0 0 |
| 72 | STARCH AND FARINA IN BAGS, CASKS, &c. .. .. .. | „ | 2 0 0 |
| 73 | STATIONERY, PAPER, PASTE-BOARDS, MILLBOARDS AND CARD-BOARDS OF ALL KINDS. | | |
| A | Ink, writing and printing .. | Cask or Package. | 0 12 0 |
| B | Slates and Slate pencils, school .. | Package | 0 2 0 |
| C | Stationery, paper, mill-boards and card-boards of all kinds .. | Package up to 5 cwts. | 0 8 0 |
| D | Stationery, paper, mill-boards and card-boards of all kinds .. | Over 5 cwts. | 0 12 0 |
| E | Do. etc., packed in cardboard cartons not exceeding 50 lbs. in weight .. .. .. | Carton | 0 1 0 |
| 74 | STONE AND MARBLE. | | |
| A | Marble and stone, manufactured or sculptured, pumice stone, etc. .. .. .. .. | Dead-weight or ton of 40 c. ft. | 2 4 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. Rs. a. p. |
|---|---|---|---|
| | STONE AND MARBLE—*contd.* | | |
| B | Road metal or rubble (without Port Trust labour) .. .. | Ton | 0 6 0 |
| C | Tablet stones .. .. .. | Case | 0 8 0 |
| 75 | SUGAR. | | |
| A | Sugar, sugarcandy, jaggery and molasses .. | Ton | 1 0 0 |
| B | ,, loaf or chopped .. .. | Package | 0 4 0 |
| 76 | TALLOW AND STEARINE INCLUDING GREASE AND ANIMAL FAT .. .. .. .. | Ton | 2 0 0 |
| 77 | TEA, BLACK AND GREEN .. .. | Package | 0 4 0 |
| 78 | TENTS AND PARTS THEREOF .. | .. | 1 0 0 |
| 79 | TOBACCO, ETC. | | |
| A | Beedies or country cigarettes .. | Package | 0 4 0 |
| B | Cigars, cheroots and foreign tobacco, manufactured or unmanufactured, not otherwise enumerated .. .. .. | Cwt. | 0 8 0 |
| C | Cigarettes .. .. .. .. | Case | 0 12 0 |
| D | Hookas .. .. .. .. | Package | 0 2 0 |
| E | Snuff .. .. .. .. | Case | 0 8 0 |
| F | Tobacco, country .. .. .. | Cwt. | 0 4 0 |
| 80 | TOILET REQUISITES .. .. | Case | 0 8 0 |
| 81 | TOYS, GAMES AND SPORTING REQUISITES .. .. .. | Package | 0 8 0 |
| 82 | UMBRELLAS, UMBRELLA FURNITURE, PARASOLS, WHIPS AND WALKING STICKS OF ALL KINDS .. .. .. .. | ,, | 0 8 0 |
| 83 | WAX OF ALL KINDS EXCLUDING PARAFFIN WAX. | | |
| .. | Wax of all kinds not otherwise enumerated .. .. .. | ,, | 0 4 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| 84 | WOOD AND TIMBER. | | Rs a. p. |
| A | Bark .. .. .. .. | Ton | 1 8 0 |
| B | Boxes, packing cases, casks, barrels, etc., empty, made .. | Each | 0 2 0 |
| C | Firewood .. .. .. .. | Ton | 0 12 0 |
| D | Horse and cattle boxes, empty .. | Each | 1 0 0 |
| E | Sawdust .. .. .. .. | Bag or Package | 0 1 0 |
| F | Sandalwood and lignum vitæ .. | Ton | 2 0 0 |
| G | Shooks and staves for barrels, casks or hogsheads and Kerosene oil cases unmade. | Bundle<br>Cask | 0 2 0<br>0 8 0 |
| H | Timber, blackwood, ebony, teak, pine, jarrah and other woods in logs and squares, sleepers, etc.. | Ton of 50 c. ft. | 1 12 0 |
| I | Planks, scantlings and ceiling boards .. .. .. .. | ,, | 2 0 0 |
| J | Woodenware .. .. .. | Case | 0 8 0 |
| K | Heads (tops and bottoms) and hoops for barrels, casks or hogsheads, unmade, packed together .. .. .. | Bundle<br>Cask. | 0 4 0<br>0 8 0 |
| 85 | WOOL AND HAIR, RAW, AND ARTICLES MADE OF WOOL AND HAIR, INCLUDING FELT. | | |
| A | Wool, woollen piece-goods and yarns up to 40 c. ft. each .. | Package | 0 6 0 |
| B | Wool, woollen piece-goods and yarns over 40 c. ft. .. .. | ,, | 0 12 0 |
| C | Wool and hair, raw, unpressed.. | Bale | 0 12 0 |

| No. of Item. | Description of Goods. | How Charged. | Import and Export. |
|---|---|---|---|
| | WOOL AND HAIR, RAW, AND ARTICLES MADE OF WOOL AND HAIR, INCLUDING FELT—*contd.* | | Rs. a. p. |
| D | Wool and hair, raw, pressed .. | Bale | 0 6 0 |
| E | ,, ,, ,, waste .. | ,, | 0 6 0 |
| F | All other articles made of wool or hair .. .. .. .. | Bale Case or package | 0 8 0 |
| 86 | UNENUMERATED GOODS. | | |
| A | Goods packed in casks .. .. | Each | 1 0 0 |
| B | ,, in crates .. .. | ,, | 0 12 0 |
| C | ,, in cases, bundles and bales .. | ,, | 0 8 0 |
| D | ,, in drums and kegs. | ,, | 0 4 0 |
| E | ,, in bags .. .. | ,, | 0 2 0 |
| F | Heavy goods chargeable by weight | Ton | 2 4 0 |
| G | Mails .. .. .. .. | Free | |
| H | Post parcels not exceeding 11 lbs. in weight .. | ,, | |
| I | ,, exceeding 11 lbs. in weight .. .. .. .. | Each | 0 2 6 |
| J | Samples, small .. .. .. | Parcel | 0 1 0 |
| K | ,, in cases, etc. .. .. | Package | 0 6 0 |
| L | Unpacked goods .. .. .. | Cart-load | 0 8 0 |
| M | ,, ,, .. .. .. | Coolie-load. | 0 2 0 |

## SECTION I—*continued.*

———: o :———

1. The foregoing charges will be levied on a minimum of one cwt. on goods charged at a rate per ton or per cwt. Charges leviable according to weight will ordinarily be assessed on the net weight of goods, as shown in the Customs Bills of Entry or Invoice ; but the Trustees shall nevertheless be at liberty to assess such charges on weights ascertained by their employees at the time of landing or any subsequent date.

2. All goods charged per case or package, if exceeding 40 c. ft., will be charged double wharfage, except where otherwise enumerated.

(*a*) Packages and single items, for which a rate per package or item is prescribed in Section I, will be charged as heavy lifts under item 30 when they exceed 1½ tons in weight, except in instances in which the charge prescribed is higher than under item 30.

3. Cases, etc., containing assorted or sundry goods will be charged wharfage per package according to the most remunerative classification applicable to any item of the contents; when wharfage is levied on an *ad valorem* basis it will be assessed on the value of the relevant item only and not on the aggregate value of all items contained in the case.

4. For the assessment of wharfage, etc., on goods chargeable on measurement, importers must deposit with the Docks Manager certified copies of invoices and specifications (which will not be returned) with Customs documents and chappas. Measurements, etc., to be shown on English Standard in detail.

In respect of goods chargeable on weight, importers must produce Original invoices, if required.

5. On *bona fide* ships' stores (including live stock for use on voyage), furniture, tools and materials, imported or exported half wharfage charges only will be levied.

6. No charge will be levied on Horse Boxes accompanying horses, provided the Boxes are removed from Docks premises within 24 hours of landing. On the expiration of 24 hours Boxes will be treated as cargo and charged the ordinary wharfage rates.

7. Goods landed from boats or loaded from wharf into boats in Dock or at the Harbour Walls of the Docks, provided no Port Trust labour is employed, will be charged half the rates laid down in the Schedule. This fee will cover the right to storage for three days in either case; thereafter the ordinary rent (extra fees) will be levied.

8. All goods, which have been charged full Docks import Wharfage will, if loaded into boats in the Docks by Port Trust labour, to be afterwards relanded at a Port Trust Bunder, be charged Hamallage only, *vide* Section X, Item A (*c*) instead of wharfage.

9. On cargo overcarried and landed in the Docks and re-shipped Transhipment charges as per Section VII will be levied.

10. On same bottom cargo landed in the Docks and re-shipped, full import wharfage as per Section I and Hamallage at Annas 8 per ton will be levied, except in respect of liquid fuel which shall be charged full import wharfage only.

11. No Docks wharfage charges will be levied on cargo or bunker coal landed from one hatch of a vessel and re-shipped in another for trimming or rearranging the vessel's cargo, provided it is not allowed to remain on the wharf and Trustees' labour is not utilized.

12. *Hazardous goods* (see Docks By-laws Nos. 104, 105 and 106) landed at the Docks and which have to be removed immediately to the Trustees' Hazardous Goods Warehouse situated in the Alexandra Docks, will incur charges for removal, storage and rent as detailed under Section III, Item D, of this Schedule.

13. Consignments of matches will be removed, at the request of consignees, to the special sheds in the Docks set apart for the storage of matches during the monsoon, at a charge of Annas 6 per case.

14. Dangerous, Explosive and Inflammatory goods landed at the Docks contrary to the By-laws must be immediately removed by a consignee, failing which they will be removed at his risk and expense to the Trustees' Warehouse reserved for such goods.

15. Dangerous, Explosive and Inflammable goods landed at the Docks contrary to the Docks By-laws will be charged wharfage at Annas 8 per package under Section I, Item 3 E.

16. The *bonafide* baggage of passengers consists of personal wearing apparel, household linen and personal effects as admitted by the Customs as *bonafide* baggage ; but articles such as arms, ammunition, pearls, precious stones, pianos, pianolas, carriages, motor cars, motor cycles and other items enumerated on the reverse of the Customs Baggage, Declaration Form are regarded as non-*bona fide* for the purpose of these rules.

17. Liquid fuel in bulk shipped for bunkers only will be charged half export wharfage, except as provided in Section I, Rule 10.

Small quantities of fuel oil discharged into Oil Companies' barges for the purpose of clearing the pipe lines or for changing from one quality of fuel oil to another will not be liable to wharfage provided that the fuel oil so discharged is subsequently pumped back into the Trustees' fuel oil pipes.

*N. B.—Fractions of an anna.*—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

## SECTION II.

### Wharfage Charges.

SCALE OF SPECIAL RATES CHARGED ON ALL GOODS IMPORTED AND EXPORTED AT THE BOMBAY PORT TRUST DOCKS BY COASTING STEAMERS PLYING BETWEEN BOMBAY AND PORTS ON THE WEST COAST OF INDIA LYING BETWEEN AND INCLUSIVE OF MANGALORE IN THE SOUTH AND KARACHI IN THE NORTH.

*EXTRA SPECIAL CLASS*—4 *pies a maund, or* 9 *annas a ton.*

Cotton pressed.
Rice.

*SPECIAL CLASS.*—5⅓ *pies a maund, or* 12 *annas a ton.*

Ballast.
Bardans or used gunny bags.
Bricks, fire.
Chalk.
Coal and coke in bags.
Cocoanuts.
Coriander seed.
Firewood.
Grain, wheat, bajri, jowari, gram and barley, &c.
Myrabollams.
Ochre, of kinds.
Salt, country.
Saltpetre.
All kinds of seeds.
Tiles, Mangalore.
Vegetables, fresh.

1*st CLASS.*—7 *pies a maund, or* 15 *annas a ton.*

Alum.
Bamboos.
Bark, of sorts.
Bones, bone-dust and blood-manure.
Borax, unrefined.
Bottles, empty.
Bran.
Clay, China and fire.
Coal, coke, cinders, ashes, patent fuel.
Dates, wet and dry.
Disinfecting powder.
Flax.
Flour.
Glass, broken.
Goats' hair, pressed.
Groundnuts.
Hay and straw, pressed.
Hemp, pressed.
Hessians.
Horns, of kinds.
Jaggery.
Jute, pressed.

1*st CLASS.*—6 *pies a maund, or* 15 *annas a ton*—concld.

Kerosene oil.
Mats, country.
Mowra flowers.
Oil-cake.
Papadkhar, or country soda.
Skins, untanned.
Sugar.
Sugarcandy and molasses.
Tamarind.
Whiting.
Wool, pressed.

2*nd CLASS.*—8 *pies a maund, or Re.* 1-2-0 *a ton.*

Alkali (Sajeekhar).
Almonds.
Aloes.
Anchors.
Arrowroot.
Asphalt.
Assafœtida, coarse.
Beads.
Blood stones, Cambay stones and gold stones.
Brass and brassware.
Bricks, bath.
Buckets, iron.
Canvas.
Capoor cutchree.
Cardboards, strawboards.
Cassaware.
Cement.
Chillies, dried.
Clove-stems.
Cocum.
Coffee.
Coir, Fibre.
Coir pressed.
Coir, rope, cordage and yarn.
Columba root.
Cordage and rope, hemp, Europe and Manila.
Copra.
Corks.
Cowries.
Dammer.
Drugs, country.
Earthenware, piping, retorts &c., for drainage (not packed).
Fat, grease, lard, and tallow.
Fish, dried.
Fruits, fresh or dried.
Ginger, dry.
Glue.
Gums of sorts.
Hemp, loose, in bundles.
Jars, common, large or small.
Lac.
Lac dye.
Lead, pig, piping, sheets and rolls.
Lead, black, white and red.
Lead shot.

*2nd CLASS.*—8 *pies a maund, or Re.* 1-2-0 *a ton.*—concld.

Linen piece-goods.
Liquorice root.
Mats, foreign.
Matting, coir.
Mineral waters.
Mother-o'-pearl shells.
Nails of sorts.
Nux-vomica.
Oils, linseed, castor, gingelly, &c.
Olibanum or incense.
Oxidue or brass leaves.
Paints, oil.
Paper, of kinds (including bales of newspapers).
Pitch.
Raisins.
Rattans.
Sago.
Salammoniac.
Sandalwood.
Shikakhai.
Shovels.
Soap, soft and bar (country).
Soapnuts.
Spelter and solder.
Sulphur.
Tiles, flooring and foreign.
Thread.
Timber in logs.
Timber planks & scantlings.
Tin of kinds.
Tortoise shells.
Turmeric.
Twine.
Umbrellas.
Waste, cotton, twist and wool.
Wire.

*3rd CLASS.*—10 *pies a maund, or Re.* 1-6-0 *a ton.*

Ale, beer and porter, in casks.
Aerated waters.
Antimony.
Apparel not accompanying passengers.
Arsenic.
Bangles.
Beef and pork.
Bees'-wax.
Betelnuts.
Biscuits.
Boots and shoes.
Bottles, empty, medicine phials.
Butts, pipes and puncheons (empty).
Carpets.
Casks and hogsheads, empty.
Cheese.
Cochineal.
Copperas, sulphate of iron and sulphate of copper.
Copper sheets, slabs, ware and wire.
Cotton, raw, unpressed.

*3rd CLASS.*—10 *pies a maund, or Re.* 1-6-0 *a ton*—concld.

Cumin seed.
Dyes, country.
Earthenware, foreign, for sanitary purposes (packed).
Fans.
Felt.
Furniture and chairs.
Garlic.
Ghee.
Goats' hair, unpressed.
Glassware.
Gunny pieces and bags.
Haberdashery, hosiery, etc.
Hams.
Hardware.
Harness and harness requisites.
Indian condiments.
Indigo.
Ink.
Iron, bar iron, hoops, scrap sheets, etc.
Ironmongery.
Iron or steel, including girders, castings, pipes, &c.
Khoot wood.
Metals, unenumerated.
Oil cloth and floor cloth.
Pearls, imitation.
Pepper and pepper roots.
Piece-goods, Cotton.
Rose flowers, dried.
Saddlery.
Safflower.
Shajeera.
Salt, refined.
Sapan wood.
Senna leaves.
Silk, raw.
Soap, foreign.
Spices.
Spirits and liquors, in wood.
Stationery, unenumerated.
Steel, fagot, keg, spring and octagon.
Tar.
Tinplates.
Tobacco, country and foreign.
Twist and yarn.
Varnish.
Vermilion.
Wool, unpressed.
Wool, Berlin.
Yellow metal sheets, etc.
Zinc sheets, etc.

*4th CLASS.*—12 *pies a maund, or Re.* 1-11-0 *a ton.*

Ale, beer, porter and cider, in bottles.
Acids, carbolic, citric, gallic and tannic.
Baskets, cane.
Books.
Camphor.
Camphor wood drawers and boxes.
Chemicals, drugs and medicines.

*4th CLASS.*—12 *pies a maund, or Re.* 1-11-0 *a ton*—concld.

China and Japanware.
China preserves.
China roots.
Cigars and Cheroots.
Crockery, Queen's porcelains and earthenware not otherwise enumerated.
Cutlery.
Fishmaws.
Groceries, Provisions and Oilmanstores, not specifically enumerated in this section.
Hides, buffalo, &c.
Jars, fancy, China and Japan.
Leather, country or foreign.
Marble and marble slabs.
Perambulators.
Piece-goods, cotton-silk mixture and woollen.
Plants.
Shark fins, samoodar fins.
Shells.
Skins, goats and sheep, tanned.
Toys.
Trunk and boxes.
Turpentine.

*5th CLASS.*—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Acids, other than carbolic, citric, gallic and tannic.
Attar.
Bhang.
Candles.
Cardamoms.
Clocks.
Confectionery.
Coral.
Crackers, China.
Elephants' tusks and Moyes' teeth (ivory).
Feathers.
Glass, window.
Instruments, drawing, mathematical, &c.
Lace and thread, gold and silver or kinkob.
Musk.
Naphtha.
Oils, perfumed.
Perfumery, pomades, &c.
Piece-goods, silk and velvet.
Quicksilver.
Rose-water.
Sandalwood boxes and ware.
Shawls, Cashmere and Delhi.
Tea.
Wines and spirits, in bottles.

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*Note.*—The Dock charges will be recovered on avoirdupois weight. The equivalent maund rate is merely given for the information of merchants. A maund is equal to 82⅔ lbs.

Personal baggage accompanying passengers and regarded as *bona fide* will be passed free, but extra goods, unmanifested and not regarded as *bona fide* baggage will be charged the rate provided under Section I, Item 2 E.

Wharfage on sand and building materials discharged from boats at the Ballard Pier Wharf, when no Port Trust labour is supplied, shall be levied at the rates specified under item 7 of the Bunder Scale of Rates.

All articles not enumerated in the foregoing Schedule will be charged wharfage at the rates laid down under Section I.

In all questions that arise with regard to *miscellaneous charges, rents, overside fees, night and holiday work, transhipment, cranage charges, &c.*, the rules laid down in the General Rate Book for the Wet Docks will apply.

*Fractions of an anna.*—In the total charges recovered in a chappa or bill under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The *Minimum charge* for any package shall not be less than *one anna.*

## SECTION III.

### Rents.

#### A.—Storage charges on goods in Docks transit sheds and yards.

*Imports—*

(*a*) *Free days—*

All goods will be allowed storage in Docks, free of rent, for 5 days.

No free days will be allowed in respect of coal, coke, cinders, ashes, patent fuel, dust or rubbish.

The day fixed as the General Landing Date for a vessel's cargo shall be counted as one of the Free days.

In computing the number of free days, Sundays and Holidays enumerated in By-law No. 118 as well (in the case of dutiable goods only) as any other days on which Imperial Customs Duty may not be received, will be omitted.

(*b*) *Extra fees—*

On the expiration of the "free days" an extra fee or charge calculated at the rate of half wharfage will be levied upon all goods until delivery is effected, as follows:—

In respect of all goods, dutiable and duty free, except iron and steel, as specified under Section I, item 46-*C*, of this Schedule:—

One extra fee for every 2 days, including Sundays and all Holidays or part thereof up to 30 days from date of landing.

In respect of iron and steel, as specified under Section I, Item 46-*G*, of this Schedule:—

One extra fee for the first 7 days, including Sundays and all Holidays, or part thereof and thereafter one extra fee for every succeeding 2 days, including Sundays and all Holidays or part thereof up to 30 days from date of landing.

On the expiration of 30 days from date of landing of all goods (including iron and steel) two extra fees will be levied; or every

succeeding two days including Sundays and all Holidays or part thereof.

(*c*) In cases where any consignment or part thereof of iron or steel, as specified under Section I, Item 46-*C*, of this Schedule, shall be landed from a vessel unmarked, or, in the opinion of the Docks Manager, so insufficiently marked as to prevent the delivery of the whole consignment according to the Bill of Lading, he shall have the whole of such consignment sorted *according to sizes* as far as possible and shall charge the Master, Owner or Agents of the vessel, the cost of such sorting at the rate of twelve annas per ton. The "free days" in such instance shall count from the date on which the Docks Manager shall notify that the iron or steel is sorted and ready for delivery.

(*d*) On goods shown as "excess" in outturns of vessels whose cargoes have been stored in the Docks, one-fourth of the single extra fees will be charged from the date of expiration of the free days to date of expiration of five days after submission of outturns. Single extra fees will then be levied for fifteen days, and thereafter double extras until date of delivery.

(*e*) On goods landed at the Docks and loaded into Railway wagons extra fees incurred may be waived, provided that the importer has submitted requisitions for wagons before expiry of the "free days" on completed Customs documents and that a certificate from the Railway Manager is produced stating that the delay in loading was due to non-supply of railway wagons.

(*f*) Goods detained by the Customs Department for Special examination will be exempt from extra fees during such period of detention as may be certified by the Collector of Customs to be not attributable to any fault or negligence on the part of importers plus two working days. Certification by the Customs will be given by endorsement on relative duplicate copies of Bills of Entry.

*Exports—*

| Goods for Shipment. | Period free of rent. | How charged. |
|---|---|---|
| (*a*) Stored in Docks open yards at Owner's risk. | 10 days. | An extra fee or charge calculated at the rate of half wharfage fee to which the goods may be liable for every 3 days or part thereof. |
| (*b*) Stored in Docks transit sheds. | 7 days. | |
| *Note.*—Exporters must elect whether goods are to be stored in the open or in the transit sheds. | | |
| (*c*) If not shipped but removed from Docks by boats or carts :— | | |
| (1) Provided Trustees' labour is not utilised. | *Nil.* | An extra fee or charge calculated at the rate of half wharfage fee for every 3 days or part thereof. |
| (2) Provided Trustees' labour is employed. | | As Exports under Clauses (*a*) and (*b*). |
| *Note.*—Shut-out cargo must be removed by owners on receipt of 3 days' notice from the Docks Manager. In cases of non-compliance the Docks Manager may remove such goods to a place of storage at the expense of owners. | | |
| (*d*) Railed into Docks and stored in the rail-borne cargo sheds for shipment and not taken to the transit sheds but removed into town. | *Nil.* | Docks unloading, carting and clerical charges and half export wharfage *plus* ground rent from the date the goods were received in Docks. |

| Goods for Shipment. | Period free of rent. | How charged. |
|---|---|---|
| (*e*) Railed direct into Docks and found to be unfit for shipment— | | |
| (1) Provided removed from Docks within 24 hours. | Free | Docks unloading, carting and clerical charges but no wharfage. |
| (2) When not removed from Dock within 24 hours. | *Nil.* | Docks unloading, carting and clerical charges *plus* rent under Clause (*c*) (1) if stored in the transit sheds, or rent and half export wharfage under Clause (*d*) if stored in the rail-borne cargo sheds. |
| (*f*) Brought direct to the transit sheds by rail or from the rail-borne cargo sheds and shipped. | *Vide* Clauses (*a*) and (*b*) | As ordinary export cargo under Clauses (*a*) and (*b*) from date of receipt at the transit sheds. |

EXCEPTION.—On cargo railed into Docks by Bombay Port Trust Railway wagons from the Grain and Cotton Depots under the orders of, and with permission from, the Docks Manager and on which Customs and Shipping Agents' Passes have been issued, no extra fees or ground rent charges will be levied, provided such cargo is actually shipped on the vessel for which it was railed in. If such rail-borne cargo is shut out, or, for any reason, is not shipped, the ordinary charges from the date of arrival will be levied.

| Goods for Shipment. | Period free of rent. | How charged. |
|---|---|---|
| (*g*) Brought into Docks by lighters for overside shipment but landed on the Docks quays by shippers' own labour. | *Vide* Clauses (*a*) and (*b*) | Half import wharfage as per this Schedule and thereafter as ordinary Exports under Clauses (*a*) and (*b*); the date of landing to be reckoned as the date of receipt |

In computing the number of free days for charging rents Sundays and the Holidays enumerated in By-law No. 118 will be omitted.

The sanctioned holidays recognised by the Trustees shall be Christmas Day (25th December), New Year's Day (1st January), Good Friday, the Sovereign's Birthday and any special occasion ordered by the Trustees.

## B.—Ground Rent Charges.

Ground rent charges in Docks storage sheds and yards other than Docks transit sheds or yards, by special arrangement :—

(*a*) In sheds, per 500 square feet per mensem .. Rs. 50

(*b*) In the open yards at owner's risk per 500 square feet per mensem .. .. .. ,, 30

As a special temporary measure—instead of the extra fees leviable under Section III, Rents, A. Imports,—Ground Rent charges as per note 4, Section II, Rents, of the Bunder Scale of Rates, shall be levied on sand and building materials discharged from boats at the Ballard Pier wharf.

*Note.*—The above charges are subject to a minimum calculated as for $\frac{1}{10}$ of 500 sq. feet per consignment.

## C—Storage Charges on Goods in Docks Duty-Paid Warehouses.

| Item | Description of Goods. | Charges. | | | |
|---|---|---|---|---|---|
| | | Per | Storing charges for removing by consignee. | | Rent per week or portion of a week. |
| | | | Rs. a. p. | | Rs. a. p. |
| 1 | Apparel including boots and shoes .. .. | C. ft. | 0 0 5 | | 0 0 2 |
| 2 | Bangles, glass .. .. | Case. | 0 3 9 | | 0 3 0 |
| 3 | Books, book covers, manuscript, ruled and printed matter, including maps and charts .. .. | C. ft. | 0 0 5 | | 0 0 2 |
| 4 | Brushes and brooms, and material for manufacture of .. .. .. | ,, | 0 0 5 | | 0 0 2 |
| 5 | Building and engineering materials not made of metals .. .. .. | Ton. | 0 9 0 | | 0 3 0 |
| 6 | Carpets, oil cloth and floor coverings .. .. | C. ft. | 0 0 5 | | 0 0 2 |
| 7 | Carriages, carts, bicycles and parts thereof including motor car accessories .. .. .. | ,, | 0 0 5 | | 0 0 2 |
| 8 | Chemicals and chemical products in cases .. | ,, | 0 0 5 | | 0 0 2 |
| 8A | Chemicals and chemical products in casks, kegs, drums and bags .. .. | Ton. | 0 9 0 | | 0 3 0 |
| 9 | Clocks, watches and other time-pieces .. .. | C. ft. | 0 0 5 | | 0 0 2 |
| 10 | Cordage and rope of all kinds .. .. .. | Ton. | 0 9 0 | | 0 3 0 |
| 11 | Cork and corkwood sheets. | C. ft. | 0 0 5 | | 0 0 2 |
| 12 | Cotton, articles made of, not otherwise enumerated .. .. .. | ,, | 0 0 5 | | 0 0 2 |

| Item | Description of Goods. | Charges. Per | Storing charges for removing by consignee. Rs. a. p. | Rent per week or portion of a week. Rs. a. p. |
|---|---|---|---|---|
| 13 | Drugs and medicines .. | C. ft. | 0 0 5 | 0 0 2 |
| 14 | Drums or casks, empty, exceeding 36 Imperial gallon capacity .. .. | Each. | .. | 0 4 0 |
| 14A | Drums or casks, empty, not exceeding 36 Imperial gallon capacity .. | ,, | .. | 0 2 0 |
| 15 | Dyes and dyeing and tanning materials .. .. | C. ft. | 0 0 5 | 0 0 2 |
| 16 | Earth and clay .. .. | Ton. | 0 9 0 | 0 3 0 |
| 17 | Fire arms .. .. .. | Each. | 0 4 6 | 0 3 0 |
| 18 | Fruits, hops, edible nuts in bags .. .. .. | Ton. | 0 9 0 | 0 3 0 |
| 18A | Fruits, hops, edible nuts in cases, barrels and crates | C. ft. | 0 0 5 | 0 0 2 |
| 19 | Furniture and cabinetware. | ,, | 0 0 5 | 0 0 2 |
| 20 | Glass, glassware, earthenware and empty glass bottles .. .. | ,, | 0 0 5 | 0 0 2 |
| 21 | Grain, flour and pulse .. | Ton. | 0 7 6 | 0 1 6 |
| 22 | Groceries, provisions and oilmanstores in cases and casks .. .. .. | C. ft. | 0 0 5 | 0 0 2 |
| 22A | Groceries, provisions and oilmanstores in bags .. | Ton. | 0 9 0 | 0 3 0 |
| 23 | Gum of sorts .. .. | ,, | 0 9 0 | 0 3 0 |
| 24 | Gunnies .. .. .. | Pkg. | 0 4 6 | 0 1 6 |
| 25 | Hardware including electro-plated ware .. .. | Ton. | 0 9 0 | 0 3 0 |
| 25A | Hardware including electro-plated ware when no weight is given .. .. | C. ft. | 0 0 5 | 0 0 2 |

| Item | Description of Goods. | Charges. | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Per | Storing charges for removing by consignee. | | | Rent per week or portion of a week. | | | |
| | | | Rs. | a. | p. | Rs. | a. | p. | |
| 26 | Hides and skins, raw or cured .. .. .. | Ton. | 0 | 9 | 0 | 0 | 3 | 0 | |
| 27 | Instruments, apparatus and parts thereof including musical instruments .. | C. ft. | 0 | 0 | 5 | 0 | 0 | 2 | |
| 28 | Jewellery, plate, gold and silver .. .. .. | Package. | 1 | 8 | 0 | 0 | 12 | 0 | |
| 29 | Jute, articles made of, not otherwise enumerated .. | C. ft. | 0 | 0 | 5 | 0 | 0 | 2 | |
| 30 | Leather and articles made of leather not otherwise enumerated .. .. | ,, | 0 | 0 | 5 | 0 | 0 | 2 | |
| | Liquors and spirits including methylated spirits— | | | | | | | | |
| 31A | Ale, beer, porter and cider in wood .. .. .. | Hogshead. | 0 | 12 | 0 | 0 | 3 | 0 | |
| 31B | Ale, beer, porter and cider in cases .. .. .. | 1 doz. quarts or 2 doz. pints. | 0 | 1 | 0 | 0 | 0 | 4 | |
| 31C | Spirits, including methylated spirits, liquors and wine in wood .. .. | Imperial gallon. | 0 | 0 | 6 | 0 | 0 | 1 | |
| 31D | Spirits, including methylated spirits, liquors and wine in cases .. .. | 1 doz. quarts or 2 doz. pints. | 0 | 1 | 0 | 0 | 0 | 4 | |

| Item | Description of Goods. | Charges. | | | |
|---|---|---|---|---|---|
| | | Per | Storing charges for removing by consignee. | | Rent per week or portion of a week. |
| | | | Rs. a. p. | | Rs. a. p. |
| 32 | Machinery and parts of machinery not otherwise enumerated .. .. | Ton. | 1 8 0 | | 0 12 0 |
| 32A | Sewing machines and typewriters .. .. .. | C. ft. | 0 0 5 | | 0 0 2 |
| 32B | Coir discs in reels .. .. | „ | 0 0 5 | | 0 0 2 |
| 33 | Metals—Aluminium, brass, copper, yellow metal, spelter, tin and zinc including sheets thereof .. | Ton. | 0 9 0 | | 0 3 0 |
| 33A | Articles made of aluminium, brass, copper, yellow metal, spelter, tin and zinc not otherwise enumerated .. .. .. | C. ft. | 0 0 5 | | 0 0 2 |
| 33B | Iron and steel, bar, rod, hoop, scrap, sheets, plates galvanized, iron pipes and tubes including corrugated sheets loose or in cases .. .. .. | Ton. | 0 9 0 | | 0 1 11 |
| 34 | Motor cars, bodies and chassis and motor cycles. | „ | 1 8 0 | | 0 12 0 |
| 35 | Newspapers, old, in bales . | C. ft. | 0 0 5 | | 0 0 2 |
| 36 | Paper making materials .. | „ | 0 0 5 | | 0 0 2 |
| 37 | Paper of all kinds including blotting paper, wall paper, strawboards and mill-boards .. .. | Pkg. up to 5 cwt. | 0 4 6 | | 0 1 2 |
| 37A | Do. do. .. | Pkg. over 5 cwt. | 0 6 0 | | 0 1 6 |

| Item | Description of Goods. | Charges. Per | Storing charges for removing by consignee. Rs. a. p. | Rent per week or portion of a week. Rs. a. p. |
|---|---|---|---|---|
| 38 | Perfumery .. .. .. | C. ft. | 0 0 5 | 0 0 2 |
| 38A | Eau-de-Cologne .. .. | Pkg. of 50 doz. | 0 8 0 | 0 2 0 |
| 38B | Do. .. .. | Pkge. of 25 doz. | 0 4 0 | 0 1 0 |
| 39 | Pictures, picture frames, prints, engraving, photographs and works of art | C. ft. | 0 0 5 | 0 0 2 |
| 40 | Piece-goods, cotton .. | Pkg under 15 c. ft. | 0 2 0 | 0 1 2 |
| 40A | Do. do. .. | Pkg. of 15 c.ft. and over per c. ft. | 0 0 3 | 0 0 2 |
| 41 | Piece-goods, linen, woollen and silk .. .. .. | Pkg. under 15 c. ft. | 0 3 0 | 0 1 2 |
| 41A | Do. do. do. .. | Pkg. of 15 c.ft. and over per c. ft. | 0 0 3 | 0 0 2 |
| 42 | Polishes and compositions for application to leather or metals .. .. | C. ft. | 0 0 5 | 0 0 2 |
| 43 | Printing and lithographic material other than paper | ,, | 0 0 5 | 0 0 2 |

| Item | Description of Goods. | Charges. Per | Storing charges for removing by consignee. | Rent per week or portion of a week. |
|---|---|---|---|---|
| | | | Rs. a. p. | Rs. a. p. |
| 44 | Salt in bags .. .. | Ton. | 0 9 0 | 0 3 0 |
| 45 | Seeds in bags .. .. | ,, | 0 9 0 | 0 3 0 |
| 46 | Shawls, cotton .. .. | Pkg. | 0 2 3 | 0 1 2 |
| 46A | Shawls, woollen and silk .. | ,, | 0 4 6 | 0 6 0 |
| 47 | Smokers' requisites excluding tobacco .. .. | C. ft. | 0 0 5 | 0 0 2 |
| 48 | Soap, toilet bar, and laundry | ,, | 0 0 5 | 0 0 2 |
| 49 | Specimens, curiosities, models, etc. .. .. | ,, | 0 0 5 | 0 0 2 |
| 50 | Specie and bullion .. .. | Pkg. | 0 12 0 | 0 6 0 |
| 51 | Spices—Betelnuts, cardamoms, cassia, cinnamon, cloves, ginger, nutmegs, pepper in bags and bundles .. .. | Ton. | 0 9 0 | 0 3 0 |
| 52 | Starch and farina in bags, casks, etc. .. .. | ,, | 0 9 0 | 0 3 0 |
| 53 | Stationery including ink and schools slates but excluding paper .. | C. ft. | 0 0 5 | 0 0 2 |
| 54 | Sugar .. .. .. | Ton. | 0 7 6 | 0 1 6 |
| 55 | Tea .. .. .. | Pkg. | 0 0 9 | 0 0 9 |
| 56 | Tobacco, including cigars and cheroots .. .. | Cwt. | 0 3 0 | 0 0 9 |
| 56A | Cigarettes .. .. .. | C. ft. | 0 0 6 | 0 0 2 |
| 57 | Toilet requisites .. .. | ,, | 0 0 5 | 0 0 2 |
| 58 | Toys, games and sporting requisites .. .. | ,, | 0 0 5 | 0 0 2 |
| 59 | Twist and yarn, cotton .. | Pkg. under 15 c. ft. | 0 2 3 | 0 1 2 |

| Item | Description of Goods | Charges. Per | Storing charges for removing by consignee. Rs. a. p. | Rent per week or portion of a week. Rs. a. p. |
|---|---|---|---|---|
| 59A | Twist and yarn, cotton .. | Pkg. of 15 c. ft & over, per c. ft. | 0 0 3 | 0 0 2 |
| 60 | Twist and yarn, woollen and silk, and silk raw .. | Pkg. under 15 c. ft. | 0 2 3 | 0 1 6 |
| 60A | Do. do. .. | Pkg. of 15 c.ft. & over per c. ft. | 0 0 3 | 0 0 2 |
| 61 | Umbrellas, umbrella furniture and parasols, whips and walking sticks of all kinds .. .. .. | C. ft. | 0 0 5 | 0 0 2 |
| 62 | Wood and timber and woodenware .. | ,, | 0 0 5 | 0 0 2 |
| 63 | Wool, articles made of, not otherwise enumerated.. .. .. .. | ,, | 0 0 5 | 0 0 2 |
| | Unenumerated goods— | | | |
| 64A | If charged by measurement .. .. .. | (*a*) if charged by measurement. C. ft. | 0 0 5 | 0 0 2 |
| 64B | If charged by weight .. | (*b*) if charged by weight. Ton. | 0 9 0 | 0 3 0 |

| Item | Description of Goods. | Per | Charges. |
|---|---|---|---|
| | | | Rs. a. p. |
| 65 | *Miscellaneous Charges*— | | |
| A | Opening and folding charges, copper, yellow metal, etc. .. | Bundle .. .. | 0 0 9 |
| B | Rebagging and recovering charges .. | Bag or Pkg. .. | 0 0 9 |
| C | Scale rent .. .. | Day .. .. | 0 12 0 |
| D | Certificates of weight or measurement .. | Each .. .. | 1 8 0 |
| E | Duplicate Chappas .. | „ .. .. | 0 4 0 |
| F | For attendance of clerk in court or for supervision in warehouses of weighing or rebagging operations .. .. | Day or part of day. | 4 8 0 |
| G | Night work, Sunday or Holiday work .. | Each warehousor, per night or day. | 22 8 0 |
| H | Do. do. .. | Each warehousor, per half night or day. | 11 4 0 |

| Item. | Description of Goods. | Per | Charges. |
|---|---|---|---|
| | | | Rs. a. p. |
| 1 | For opening packages, etc. .. .. .. | Package .. .. | 0 1 6 |
| J | Verifying Stock Lists . | List .. .. | 22 8 0 |

NOTES.—(*i*) In the case of goods charged according to measurements merchants are required to get the measurements endorsed on their Delivery Orders by the Asstt Manager, Docks Warehouses, or furnish certified copies of original Invoices.

(*ii*) Goods charged under item "Machinery" and item "Motor cars" will be assessed by measurement or deadweight whichever is greater except in respect of storage charges as per column 4, which will be assessed on deadweight only. If by measurement 40 c. ft. will be taken to the ton.

(*iii*) The classification of goods as detailed in the General Index to the B. P. T. Docks Scale of Rates as the case may be is applicable to the above charges unless otherwise specified.

(*iv*) Measurement charges are levied at per cubic foot or part thereof, per case or single unit.

(*v*) In the total charges recovered in a chappa or bill, fractions of an anna less than six pies will be dropped while six pies and over will be reckoned as one anna. The minimum charges recovered in any chappa or bill shall not be less than one anna.

D.—STORAGE CHARGES ON GOODS REMOVED TO DOCKS HAZARDOUS GOODS WAREHOUSES.

| Item. | Description of Goods. | How charged. | Removal. | | | Storage. | | | Rent per week or part of a week. | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rs. | a. | p. | Rs. | a. | p. | Rs. | a. | p. |
| 1 | Acids | Package | 0 | 3 | 9 | 0 | 2 | 3 | 0 | 1 | 6 |
| 2 | Aloes, Indian | Bale | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 1 | 6 |
| 3 | Candles | Cwt. | 0 | 2 | 3 | 0 | 0 | 9 | 0 | 1 | 6 |
| 4 | Caoutchouc | Package | 0 | 3 | 9 | 0 | 2 | 3 | 0 | 1 | 6 |
| 5 | Carbide of Calcium | Cwt. | 0 | 2 | 3 | 0 | 0 | 9 | 0 | 1 | 6 |
| 6 | Cartridges, loaded safety | Package | 0 | 2 | 3 | 0 | 0 | 9 | 0 | 1 | 6 |
| 7 | Coir | Bale | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 1 | 6 |
| 8 | Cotton | Package | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 1 | 6 |
| 9 | Cotton fly | Bale | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 1 | 6 |
| 10 | Crackers of all kinds | Package | 0 | 2 | 3 | 0 | 0 | 9 | 0 | 1 | 6 |
| 11 | Fibres of all kinds | Bale | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 1 | 6 |
| 12 | Flax | ,, | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 1 | 6 |
| 13 | Grasses of all kinds | ,, | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 1 | 6 |
| 14 | Hemp | ,, | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 1 | 6 |
| 15 | Jute | ,, | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 1 | 6 |
| 16 | Lamp-black | Cwt. | 0 | 2 | 3 | 0 | 0 | 9 | 0 | 1 | 6 |
| 17 | Matches | Package. | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 3 | 0 |
| 18 | Oils, mineral, in casks | Ton | 2 | 4 | 0 | 0 | 12 | 0 | 0 | 3 | 0 |
| 19 | Oils, vegetable, in casks | ,, | 2 | 4 | 0 | 0 | 12 | 0 | 0 | 3 | 0 |
| 20 | Oils in tins, drums, cases | Per 10 imp. galls. | 0 | 3 | 9 | 0 | 2 | 3 | 0 | 1 | 6 |
| 21 | Oil of vitriol | Package. | 0 | 3 | 9 | 0 | 2 | 3 | 0 | 1 | 6 |
| 22 | Paints, oil | Ton | 2 | 4 | 0 | 0 | 12 | 0 | 0 | 3 | 0 |
| 23 | Percussion caps | Package. | 0 | 2 | 3 | 0 | 0 | 9 | 0 | 1 | 6 |
| 24 | Pitch and dammer | Ton | 2 | 4 | 0 | 0 | 12 | 0 | 0 | 3 | 0 |
| 25 | Rhea | Bale | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 1 | 6 |
| 26 | Rosin | Ton | 2 | 4 | 0 | 0 | 12 | 0 | 0 | 3 | 0 |
| 27 | Sulphur | ,, | 2 | 4 | 0 | 0 | 12 | 0 | 0 | 3 | 0 |

| Item. | Description of Goods. | How charged. | Removal. | Storage. | Rent per week or part of a week. |
|---|---|---|---|---|---|
| | | | Rs. a. p. | Rs. a. p. | Rs. a. p. |
| 28 | Tallow and stearine | Ton .. | 2 4 0 | 0 12 0 | 0 3 0 |
| 29 | Tar .. .. | ,, .. | 2 4 0 | 0 12 0 | 0 3 0 |
| 30 | Turpentine .. | Per 10 imp. galls. | 0 2 3 | 0 0 9 | 0 1 6 |
| 31 | Varnish .. .. | Do. .. | 0 2 3 | 0 0 9 | 0 1 6 |
| 32 | Waste .. .. | Bale .. | 0 6 0 | 0 3 0 | 0 1 3 |
| 33 | All goods not enumerated. | Package | 0 6 0 | 0 3 0 | 0 1 6 |

NOTE.—Charges on hazardous goods confiscated by Government and stored in the Trustees' Hazardous Goods Warehouse will be levied against Government with effect from the date of confiscation according to the rates in force in the schedule for Bonded goods

E.—STORAGE CHARGES ON GOODS REMOVED TO DOCKS SALE WAREHOUSE, ALEXANDRA DOCK, UNDER SECTION 64 OF THE BOMBAY PORT TRUST ACT, 1879.

| Description of Goods. | How charged. | Removal and Storage. | Rent per week or part of a week. |
|---|---|---|---|
| | | Rs. a. p. | Rs a. p. |
| Ale, beer, porter and cider in wood. | H'hds. .. | 1 3 6 | 1 2 0 |
| Do. in cases | 1 doz. qts or 2 ,, pints. | 0 1 11 | 0 2 0 |
| Almonds .. .. .. | Ton .. .. | 2 7 9 | 2 4 0 |
| Apparel .. .. .. | C. Ft. .. | 0 1 11 | 0 1 0 |
| Boots and Shoes .. .. | ,, .. | 0 1 11 | 0 1 0 |
| Cigarettes .. .. | ,, .. | 0 1 0 | 0 1 0 |
| Coffee .. .. .. | Ton .. .. | 2 7 9 | 0 12 0 |
| Copper sheets .. .. | ,, .. | 2 7 9 | 0 8 0 |
| Dyes .. .. .. | C. Ft. .. | 0 1 0 | 0 1 0 |
| Electro-platedware .. | ,, | 0 1 0 | 0 1 0 |

| Description of Goods. | How charged. | Removal and Storage. | Rent per week or part of a week. |
|---|---|---|---|
| | | Rs. a. p. | Rs. a. p. |
| Eau-de-Cologne .. .. | Pkge of 50 doz. | 0 12 9 | 0 12 0 |
| Do. .. .. | ,, 25 ,, | 0 6 5 | 0 6 0 |
| Firearms .. .. .. | Each .. | 0 6 0 | 0 12 0 |
| Glassware and earthenware. | C. Ft. ... | 0 1 0 | 0 1 0 |
| Gunnies .. .. .. | Bale .. | 0 10 2 | 0 12 0 |
| Hardware .. .. | Ton .. | 2 7 9 | 2 4 0 |
| Iron, including corrugated sheets loose or in cases, iron and steel bars and bundles. | ,, ... | 2 7 9 | 1 8 0 |
| Jewellery .. .. .. | Pkge. .. | 1 11 0 | 3 0 0 |
| Machinery .. .. | Ton .. | 2 7 9 | 3 0 0 |
| Motor-Cars .. .. | ,, .. | 2 7 9 | 3 0 0 |
| Newspapers, old, in bales. | C. Ft. .. | 0 1 11 | 0 2 0 |
| Oilmanstores .. .. | ,, .. | 0 1 0 | 0 1 0 |
| Paper in bales or cases including wall-paper and strawboards. | ,, .. | 0 1 11 | 0 2 0 |
| Piece-goods, cotton, packages upto 15 cubic feet | Pkge. .. | 0 5 3 | 0 6 0 |
| Piece-goods, cotton, packages over 15 c. ft. | C. Ft. .. | 0 0 6 | 0 1 0 |
| Piece-goods, woollen and silk, pkgs. upto 15 c. ft. | Pkge. .. | 0 10 6 | 0 12 0 |
| Piece-goods, woollen and silk, packages over 15 c.ft. | C. Ft. .. | 0 1 0 | 0 2 0 |
| Silk, raw .. .. .. | Pkge. .. | 0 10 2 | 1 2 0 |
| Silver, bullion or specie .. | ,, .. | 0 12 9 | 1 8 0 |
| Soap, bar .. .. .. | ,, .. | 0 3 5 | 0 6 0 |
| Do. toilet .. .. | ,, .. | 0 6 9 | 0 12 0 |
| Spirits, including methylated spirits, liquors and wines, in wood. | Imp. gallon.. | 0 1 0 | 0 0 6 |

| Description of Goods. | How charged. | Removal and Storage. | Rent per week or part of a week. |
|---|---|---|---|
| | | Rs. a. p. | Rs. a. p. |
| Spirits, including methylated spirits, liquors and wines in cases. | 1 doz. qts. or 2 ,, pints. | 0 1 11 | 0 2 0 |
| Stationery .. .. | C. Ft. .. | 0 1 0 | 0 1 0 |
| Sugar .. .. .. | Ton .. | 2 7 9 | 0 9 0 |
| Tea .. .. .. | Chest .. | 0 12 9 | 0 6 0 |
| Tobacco .. .. .. | Cwt. .. | 0 4 11 | 0 4 6 |
| Yellow metal .. .. | Ton .. | 2 7 9 | 1 8 0 |
| Zinc sheets .. .. | ,, .. | 2 7 9 | 1 8 0 |
| *Unenumerated Goods.* | | | |
| (*a*) Packed in casks .. | Each .. | 1 3 6 | 1 8 0 |
| (*b*) Do. in crates .. | ,, .. | 0 12 9 | 1 2 0 |
| (*c*) Do. in cases, bundles or bales. | ,, .. | 0 10 2 | 0 12 0 |
| (*d*) Do. in drums and kegs. | ,, .. | 0 6 5 | 0 6 0 |
| (*e*) Do. in bags .. | ,, .. | 0 3 5 | 0 6 0 |
| (*f*) Heavy goods chargeable by weight. | Ton .. | 2 7 9 | 3 0 0 |
| (*g*) Goods chargeable on measurement. | C. Ft. .. | 0 1 11 | 0 1 0 |

Five days free of rent will be allowed for delivery after sale of goods by auction, thereafter the above rates will be levied.

*N.B.—Fractions of an anna.*—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

## SECTION IV.

## Docks Dues on Vessels.

*Dock Dues.—Chargeable against Masters, Owners or Agents of vessels in addition to charges on goods.—*

(*a*) On steam and square-rigged vessels berthed inside the Docks or at the East Harbour Wall of the Docks, except as provided under (*b*), (*c*), (*e*) and (*f*)—

(1) For every vessel under 1,500 tons, a charge of 2 pies per ton of net registered tonnage for each day or part of a day with a minimum charge of Rs. 40.

(2) For every vessel of 1,500 tons and upwards, a charge of 3 pies per ton of net registered tonnage for each day or part of a day with a minimum charge of Rs. 75.

(*b*) On steam and square-rigged vessels berthed (1) at the Ballard Pier or (2) at the Alexandra Dock Harbour Wall and making use of the Passenger Shed at No. 18 Berth—

A charge of four pies per ton of net registered tonnage for each day or part of a day, with a minimum charge of Rs. 150.

(*c*) On steam and square-rigged vessels landing or embarking passengers only at the East Harbour Wall of the Docks without making use of the Passenger Shed at No. 18 Berth a fixed charge of Rs. 25 will be made for each day or part of a day.

(*d*) On every boat, barge and country craft (not square-rigged) entering the Docks—

A charge of Re. 1 per day or part of a day.

(*e*) On vessels berthed inside the Docks or at the East Harbour Wall of the Docks undergoing repairs and not working cargo—

(1) For vessels not exceeding 250 ft. in length, Rs. 25 per diem.

(2) For vessels exceeding 250 ft. but not exceeding 400 ft. in length, Rs. 50 per diem.

(3) For vessels exceeding 400 ft. in length, Rs. 75 per diem.

*Notes.*—(*i*) Vessels will not be charged for Sundays or the Holidays enumerated in By-law No. 118 if no work is done

(*ii*) The day that a vessel enters and the day she leaves the Docks or the East Harbour Wall of the Docks shall be counted as one day.

*N.B.*—The concessions under notes (*i*) and (*ii*) are not cumulative when the date of entry and/or departure of a vessel falls on a day which is a *dies non* under the provisions of note (*i*).

(*f*) Vessels undergoing repairs, or otherwise preventing the usual working use of any berth inside the Docks or at the Harbour Wall may be required to pay special charges as under :—

(1) After expiry of such period of occupation at repairing rates as the Docks Manager may decide, a charge which may extend to Rs. 200 per day or part of a day at the discretion of the Docks Manager.

(2) After expiry of such period of occupation at repairing rates as the Board may decide, a charge which may extend to Rs. 500 per day or part of a day at the discretion of the Board.

*N.B.—Fractions of an anna.*—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

## SECTION V.

## Night, Holiday and Sunday Work Charges.

A.—Charges against *Masters, Owners or Agents of vessels* in respect of every vessel permitted to work cargo within the Docks to and from shore or overside and at the East Harbour Wall of the Dock to and from shore only :—

| Per night from 7-30 P.M. to 3-30 A.M. or midnight to 6 A.M. | Per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M. | On holidays as enumerated under Docks By-law 118. | | At any time between 6 a.m. on Sunday and 6 a.m. on Monday. |
|---|---|---|---|---|
| | | Per day. | Per half day. | |
| Rs. 70 | Rs. 35 | Rs. 50 | Rs. 25 | Rs. 200 |

*Note.*—Day charges for Sundays and holidays will be waived for the landing and shipment of livestock and such fodder and fittings as may be required for use in connection therewith immediately on landing or shipment.

B.—Charges against *Masters, Owners or Agents of vessels* in respect of—

(*a*) Every vessel berthed at the East Harbour Wall of the Docks and permitted to work cargo overside only into or from boats.

(*b*) Every bulk oil vessel pumping oil into the Trustees' oil pipes.

(*c*) Every vessel bunkering from the Trustees' oil pipes both at the Harbour Wall and within the Docks.

| Per night from 7-30 P.M. to 3-30 A.M. | Per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M. or 3-30 A.M. to 6 A.M. | On holidays as enumerated under Docks By-law 118. | | At any time between 6 a.m. on Sunday and 6 a.m. on Monday. |
|---|---|---|---|---|
| | | Per day. | Per half day. | |
| Rs. 10 | Rs. 5 | Rs. 10 | Rs. 5 | Rs. 10 |

C.—Charges against *Masters, Owners or Agents of vessels* for Port Trust labour supplied at night in respect of every vessel permitted to work, *viz.* :—

(*a*) Annas 6 per labourer per night from 7-30 P.M. to 3 30 A.M. or midnight to 6 A.M.

(*b*) Annas 3 per labourer per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M.

D.—Charges against *Importers and Shippers of cargo or Masters, Owners or Agents of vessels* in respect of which Dock Gate opened and each vessel permitted to work and receiving or delivering cargo out of Docks working hours.

| Per night from 7-30 P.M. to 3-30 A.M. or midnight to 6 A.M. | Per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M. | On holidays as enumerated under Docks By-law 118. | | From 8 A.M. to 6 P.M. on Sundays. |
|---|---|---|---|---|
| | | Per day. | Per half day. | |
| Rs. | Rs. a. | Rs. | Rs. a. | Rs. |
| 25 | 12 8 | 25 | 12 8 | 25 |

*Notes.*— (*i*) When a vessel is not working and it is necessary to keep a Dock shed open either at night or on Sundays or the Holidays enumerated in Docks By-law No. 118 for the receipt and delivery of cargo or for any other reason, an additional charge of Rs. 30 per night or Sunday or Holiday, or Rs. 15 per half night or half Sunday or half Holiday, will be levied.

Out-of pocket expenses only will be levied when a Dock Shed is kept open at night or on Sundays or the Holidays referred to above, for the purpose of ventilation on account of perishable cargoes stored therein.

(*ii*) The Docks Manager has authority to give special permission to vessels to work the whole night till 6 A.M. and in such cases the following charges in addition to those mentioned under clauses A and C of this

Section will be levied in respect of work done from 3-30 A.M. to 6 A.M.:—

(*a*) Rs. 25 in respect of each vessel working.

(*b*) Annas 3 per labourer for labour supplied in respect of each vessel permitted to work.

(*c*) Rs. 12-8-0 in respect of each Dock gate opened and each vessel permitted to work.

E.—Charges against *Masters, Owners or Agents of vessels* in respect of Trustees' cluster lights for illuminating gangways the use of which is compulsory in the Docks in accordance with the provisions of Docks By-law No. 43 and the requirements of the Venice Conventions for the prevention of ingress of rats to vessels:—

Rs. 2-8-0 per light per vessel per night.

*N.B.—Fractions of an anna.*—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill sha not be less than one anna.

## SECTION VI.

### Cranage Charges.

*A.*—Charges against *Masters, Owners or Agents of vessels* in respect to cranes requisitioned and supplied for the loading or unloading of vessels.

(*a*) *Ordinary cargo cranes*—(30-35 cwt. and 5 and 6 ton Hydraulic cranes).

| Per day from 8 A.M. to 6 P.M. | Per half day from 8 A.M. to 12-30 P.M. or 1-30 P.M. to 6 P.M. | Per night from 7-30 P.M. to 3-30 A.M. or midnight to 6 A.M. | Per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M. |
|---|---|---|---|
| Rs. 12 each. | Rs. 8 each. | Rs. 12 each. | Rs. 8 each. |

*Note.*—For cranes requisitioned and supplied for vessels working the whole night till 6 A.M. with the special permission of the Docks Manager, a charge of Rs. 8 per crane in respect of the period, 3-30 A.M. to 6 A.M. will be levied in addition to the above rates.

Conditions under which cranes are supplied :—

(1) Requisitions for cranes must be made out in counterfoil on the prescribed book forms which are supplied to Shed Superintendents and must be signed by the Officer on duty when the vessel is in Dock.

(2) A minimum charge for half day or night will be made in respect of cranes requisitioned and supplied but not required or utilised.

(3) Requisitions for cranes for the night or following day must be submitted to the Shed Superintendents by 4-30 P.M.

(4) Cancelling orders in respect of cranes requisitioned for the whole day or night must be submitted at least one hour before the expiration of the half day or night when the cranes are not required for more than the first half of the day or night.

(5) When cranes requisitioned for the half day or night are required for the whole day or night, fresh requisitions must be submitted at least 2 hours before the expiration of the half day or night.

(*b*) 30 *and* 100 *ton cranes*—

| | | | | | Per ton or part. Rs. a. p. |
|---|---|---|---|---|---|
| For weights over | 1½ | tons but not exceeding | 4 | tons | 2 0 0 |
| ,, | 4 | ,, | 8 | ,, | 3 0 0 |
| ,, | 8 | ,, | 15 | ,, | 4 0 0 |
| ,, | 15 | ,, | 30 | ,, | 5 0 0 |
| ,, | 30 | ,, | 100 | ,, | 6 0 0 |

*Notes.*—(*i*) A minimum charge of Rs. 20 will be levied for the use of the 30 or 100-ton crane.

(*ii*) When the 30 or 100-ton crane is requisitioned, but not utilised, a charge of Rs. 20 will be made unless 12 clear hours' notice is given during Docks ordinary working hours cancelling the requisition.

(*iii*) A charge of Rs. 20 per hour or part thereof will be levied for detention in excess of one hour, if the 30 or 100-ton crane is kept idle owing to the lift or lifts not being ready for slinging, and such detention to count till the lift is handled.

(*c*) *Charges for masting or dismasting ships*—

(1) For sailing ships—

| Net registered tonnage of ship. | Main-mast. | Fore-mast. | Mizen-mast. | Bow-sprit. |
|---|---|---|---|---|
| | Rs. | Rs | Rs. | Rs. |
| 300 tons but not exceeding 750 tons .. .. .. .. | 50 | 40 | 30 | 20 |
| Exceeding 750 tons but not exceeding 1,000 tons .. .. .. | 80 | 60 | 50 | 30 |
| Exceeding 1,000 tons but not exceeding 1,500 tons .. .. | 110 | 90 | 65 | 45 |
| Exceeding 1,500 tons and over .. | 140 | 110 | 85 | 55 |

(2) For steamers—

A charge of Rs. 10 per each ton or part of a ton will be made in respect of the weight of the mast.

(*d*) *Miscellaneous*—

(1) If weights are kept suspended beyond a quarter of an hour double rates will be charged. The charge for lifting

weights from the hold of a vessel and placing them on deck or for lifting into boats is the same as for placing them on the wharf.

(2) Lifts discharged on the wharf for subsequent re-lifting will be charged for separately at the above rates for the first operation of discharge from the vessel and at half the above rates for the subsequent operation of re-lifting from the wharf.

(3) Heavy packages carted into Docks and loaded into railway wagons by Docks cranes for the convenience of the G. I. P. and B. B. & C. I. Railways by special arrangement with the Docks Manager will be charged Re. 1 per ton only.

(4) The charges for any exceptional work performed by means of any crane shall be at such rates or for such amounts as may be fixed by the Trustees in each particular case.

*B.*—Charges against *Importers and Shippers* for the use of the Trustees' cranes.

(*a*) 2-ton, 4-ton and 5-ton steam cranes and 3½-ton electric crane :—

| | Per ton or part. Rs. a. p. |
|---|---|
| For weights not exceeding 3 tons .. .. | 0 8 0 |
| ,, exceeding 3 tons but not exceeding 5 tons | 0 12 0 |

*Notes.*—(*i*) A minimum charge of Rs. 3-8-0 will be levied for the use of the 2, 4 or 5-ton steam cranes and 3½-ton electric crane, in respect of goods to be handled under each requisition.

(*ii*) When the 2, 4 or 5-ton steam crane and 3½-ton electric crane is requisitioned, but not utilised, a charge of Rs. 3-8-0 will be made unless 12 clear hours' notice is given during Docks ordinary working hours cancelling the requisition.

For cranes ordered but not utilized owing to short or non-supply of railway wagons, no charge will be levied.

(*iii*) A charge of Rs. 3-8-0 per hour or part thereof will be levied for detention in excess of one hour, if the 2, 4 or 5-ton steam crane and 3½-ton electric crane is kept idle owing to the lift or lifts not being ready for slinging, and such detention to count till the lift is handled.

(*iv*) The maximum charge for any one consignee in respect of goods covered by one Bill of Entry loaded in one day or half day will be Rs. 40 per whole working day (8 a.m. to 6 p.m.) or Rs. 25 for half working day (8 a.m to 12-30 p.m. or 1-30 p.m. to 6 p.m.).

(*b*) 15-ton Steam Crane :—

| | | | | Per ton or part. Rs. a. p. |
|---|---|---|---|---|
| For weights over | 1 ton | but not exceeding | 3 tons | 0 8 0 |
| ,, | 3 tons | ,, | 5 ,, | 0 12 0 |
| ,, | 5 ,, | ,, | 8 ,, | 1 4 0 |
| ,, | 8 ,, | ,, | 12 ,, | 1 8 0 |
| ,, | 12 ,, | ,, | 15 ,, | 1 12 0 |

*Notes.*—(*i*) A minimum charge of Rs. 5-0-0 will be levied for the use of the 15-ton steam crane in respect of goods to be handled under each Bill of Entry.

(*ii*) When the 15-ton Steam Crane is requisitioned but not utilised, a charge of Rs. 5-0-0 will be made unless 12 clear hours' notice is given during Docks ordinary working hours cancelling the requisition.

When the crane is ordered but not utilized owing to short or non-supply of Railway wagons no charge will be levied.

(*iii*) A charge of Rs. 5-0-0 per hour or part thereof will be levied for detention in excess of one hour if the crane is kept idle owing to the lift or lifts not being ready for slinging, and such detention to count till the lift is handled.

(*iv*) The maximum charge for any one consignee in respect of goods covered by one Bill of Entry loaded in one day or half day will be Rs. 40 per whole working day (8 a.m. to 6 p.m.) or Rs. 25 per half working day (8 a.m. to 12-30 p.m. or 1-30 p.m. to 6 p.m.).

(*c*) Hand cranes.—No charges will be made for the use of hand cranes but shippers or consignees must provide labour to work the hand cranes at their own cost.

*C.*—Charges against Masters, Owners or Agents of Vessels or Importers or Shippers for the use of the Trustees' 60-ton Floating Crane "Sarus."

| | |
|---|---|
| For weights over 1½ tons, but not exceeding 4 tons .. .. .. | Rs. 3-0 per ton |
| For weights over 4 tons, but not exceeding 8 tons .. .. .. | Rs. 4-8 per ton |
| For weights over 8 tons, but not exceeding 15 tons .. .. .. | Rs. 6-0 per ton |
| For weights over 15 tons, but not exceeding 30 tons .. .. .. | Rs. 9-0 per ton |
| For weights over 30 tons, but not exceeding 60 tons .. .. .. | Rs 12-0 per ton |

*Notes.*—(*i*) A minimum charge of Rs. 30 will be levied for the use of the Floating Crane.

(*ii*) When the Floating Crane is requisitioned, but not utilised, a charge of Rs. 30 will be made, unless 12 clear hours notice is given during Docks ordinary working hours cancelling the requisition.

(*iii*) Lifts discharged on the wharf for subsequent re-lifting will be charged for separately at the above rates for the first operation of discharge from the vessel and at half the above rates for the subsequent operation of re-lifting from the wharf.

(*iv*) A charge of Rs. 10 per hour or part thereof will be levied for detention, if the Crane is kept idle owing to the lift or lifts not being ready for slinging, and such detention to count till the lift is handled.

A charge of Rs. 16 per hour or part thereof calculated from the time the "Sarus" leaves the Alexandra Dock until she returns, will be levied in addition to the ordinary charges when the "Sarus" is requisitioned for work outside the Alexandra Dock.

*N.B.*—The Docks Manager is empowered to waive this additional charge when the "Sarus" is requisitioned for use in the Prince's and Victoria Docks if its use is necessitated by reason of the 30 or 100-ton cranes not being available or if the draft of the vessel will not permit of the use of these cranes, or if in the Docks Manager's opinion the circumstances justify the waiver.

CONDITIONS:

(1) Requisitions for the Floating Crane must be made out in counterfoil on the prescribed book form obtainable at the office of the Deputy Docks Managers, and must be signed by the Officer on duty, when the vessel is in Dock, or by the Importer or Shipper's representative. Such requisitions must be submitted a clear 24 hours in advance of the time the Crane is required, except when a vessel is working heavy lifts more or less continuously.

(2) Ordinarily, the Floating Crane will be supplied according to priority in requisitioning, but the Docks Manager may deviate from the rule, if, in his opinion, circumstances justify such action.

(3) The discharge or loading of lifts from or into vessels will be performed under the directions of the Stevedores

employed on the vessel. All other handling of lifts will be performed under the supervision of the Docks Chief Inspectors.

(4) The Engineer-in-Charge of the "Sarus" may refuse to work the Crane, if in his opinion, safe and proper precautions are not being taken.

(5) Lifts must be placed in such a position either on vessels or on shore that the head of the jib can be swung vertically above the said lifts, which must also be clear of all other cargo.

(6) The charges for any exceptional work performed by means of the Floating Crane shall be at such rates or for such amounts as may be fixed by the Trustees in each particular case.

*Proviso.*—In cases where the prohibition to land heavy lifts by other than the Trustees cranes and gear provided in Docks by-law No. 73 is not enforced, landing charges in lieu of cranage, amounting to not more than one-third of the cranage charges that would have been leviable had the Trustees' cranes and gear been used, may be levied at the discretion of the Docks Manager, and subject to the Boards' confirmation.

*N.B.—Fractions of an anna.*—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

## SECTION VII.

## Charges on Transhipment and Damaged Goods.

### A.—Transhipment Goods.

Charges against *Importers or Masters, Owners or Agents* of vessels in respect of cargo for transhipment whether landed at the Wet Docks or transhipped overside from vessel to vessel in Docks—

| | | |
|---|---|---|
| (1) | Cargo landed on and shipped from the wharf. | 5 free days. 1 wharfage as per Section I or II as the case may be. |
| (2) | Cargo landed on the wharf and loaded into boats for subsequent shipment— | |
| | (*a*) by Port Trust labour. | 5 free days. 1 wharfage as per Section I or II as the case may be. |
| | (*b*) by shippers' own labour. | 5 free days. ¾ wharfage as per Section I or II as the case may be. |
| (3) | Cargo discharged overside into boats in Docks and shipped overside in Docks (ship to ship). | ½ wharfage as per Section I or II as the case may be. |
| (4) | Cargo discharged overside into boats in Docks and landed on the wharf— | |
| | (*a*) by Port Trust labour. | 5 free days. 1 wharfage as per Section I or II as the case may be. |
| | (*b*) by shippers' own labour and shipped from the wharf. | 5 free days. ¾ wharfage as per Section I or II as the case may be. |

| | | |
|---|---|---|
| (5) | Cargo landed at the Bunders and shipped in Docks from the wharf or landed in Docks and shipped from the Bunders. | 5 free days. ½ wharfage as per Section I or II as the case may be. |
| (6) | Specie landed and shipped from the Docks or landed in the Docks and shipped from the Bunders or in the stream and *vice versa*. | ½ wharfage as per Section I or II as the case may be. |

*N.B.*—The application of wharfage rates under Section I or II will be determined by the Port of origin.

*Notes.*—(*i*) Carting of transhipment cargo within Dock limit will be undertaken by special arrangement with the Docks Manager at rates fixed by the Trustees and notified from time to time.

(*ii*) On the expiry of the 5 free days storage charges will be levied under Section III A, but the Docks Manager may make special arrangements for the levy of reduced storage charges on transhipment cargoes, whether allowed to remain in transit sheds and yards or stored temporarily in storage sheds or open spaces. Such arrangements shall in each case be subject to confirmation by the Trustees.

(*iii*) Transhipment goods discharged into boats and taken out of Docks to vessels in the stream or discharged by vessels in the stream and brought into Docks for shipment overside will be charged overside charges under Section VIII.

B.—Damaged Goods.

| | |
|---|---|
| Cargo landed from vessels loading in Docks owing to fire or other accidental cause and reshipped or from vessels returned to Port by reason of the same causes or stress of weather. | Full Import and half Export wharfage as per Section I or Section II as the case may be. |

*Notes.*—(*i*) In cases where such cargoes are landed on Sundays or Holidays enumerated in By-law No. 118 by reason of *necessity*, actual out-of-pocket expenses in lieu of Sundays or Holidays work fees under Section V, Items A, B and C will be levied in addition to the above rates.

(*ii*) Burst bale cargo re-landed in course of shipment for repacking will not be charged a second wharfage fee.

*N.B.—Fractions of an anna.*—In the total charges recovered in a chappa, or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

## SECTION VIII.

### Overside Charges.

Charges against *Masters, Owners or Agents of vessels or Importers or Shippers* in respect of cargo discharged or shipped overside in Docks.

| | | |
|---|---|---|
| (*a*) | Import goods delivered from vessels in Docks into lighters alongside for removal out of Docks. | ½ wharfage as per Section I or II as the case may be. |
| (*b*) | Export goods taken on board vessels in Docks from lighters alongside. | Do. do. |
| (*c*) | Transhipment goods discharged overside into lighters and taken out of Docks to vessels in the stream or discharged by vessels in the stream and brought into Docks for shipment overside. | Do. do. |
| (*d*) | Ships' stores and coal for consumption on board the vessels to which they are taken and shipped overside from boats alongside. | Free. |
| (*e*) | Ballast discharged or shipped overside in Docks for removal to or after removal from a Port Trust Bunder where the usual wharfage charges are payable. | Do. |

| | | | Rs. | a. | p. |
|---|---|---|---|---|---|
| (*f*) | Ballast discharged or shipped overside in Docks for removal to, or after removal from, Bunders not belonging to the Port Trust. | Boat not exceeding 25 tons burden .. | 1 | 0 | 0 |
| | | Boat over 25 and up to 50 tons burden.. | 2 | 0 | 0 |
| | | Boat over 50 tons burden .. .. | 2 | 8 | 0 |

*N.B.—Fractions of an anna.*—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

## SECTION IX.

### Weighment Charges.

Charges against *Importers and Shippers or Masters, Owners or Agents of vessels* for weighing goods in Docks.

| | | |
|---|---|---|
| (*a*) | Goods weighed on Port Trust scales when labour is not supplied, including cost of Weighment Certificate of total weight, if required. | Rs. 3-0-0 per consignment per day, including attendance of clerk. |
| (*b*) | Goods weighed on Port Trust or private scales, when labour is not supplied and Weighment Certificate is not required. | Re. 1-0-0 per day per scale. |
| (*c*) | Goods weighed on Docks Weigh Bridges— | |
| | (1) For 16 tons or under | Re. 1-0-0. |
| | (2) For every additional ton or part of a ton. | Re. 0-0-6 per ton. |
| | *EXCEPTION.* — *Manganese Ore, provided the whole shipment is weighed.* | Re. 0-0-4 *per ton.* |
| (*d*) | For weighment of goods when labour is supplied by Trustees. | Re. 0-6-0 per ton. |
| (*e*) | Certificate of details of weight. | Re. 1-0-0 per sheet. |
| (*f*) | Certificate of total weight only. | Re. 1-0-0 each. |

*N.B.—Fractions of an anna.*—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

## SECTION X.

### Sundries.

A.—Charges against *Importers and Shippers of cargo or Masters, Owners or Agents of vessels* in respect of—

(*a*) *The use and hire of Docks Plant and Gear*—

| | | Per day or part of a day. Rs. a. p. |
|---|---|---|
| "A" class four-wheeled trucks, capacity 20–30 tons .. .. | each | 12 0 0 |
| Wooden trucks for motors .. | ,, | 10 0 0 |
| "B" class wooden trucks, capacity 15 tons .. | ,, | 6 0 0 |
| "C" do. 10 ,, .. | ,, | 4 0 0 |
| "D" do. 5 ,, .. | ,, | 2 0 0 |
| Hand barrows .. .. .. | ,, | 0 8 0 |
| Iron trays .. .. .. .. | ,, | 1 0 0 |
| Skids for loading and unloading casks .. .. .. .. | ,, | 0 8 0 |
| Skids used as guards .. .. | ,, | 1 0 0 |
| Wooden sleepers .. .. .. | ,, | 0 8 0 |
| Tripod scales with weights .. | ,, | 1 0 0 |
| Floating stages .. .. .. | ,, | 2 0 0 |
| Docks shoots .. .. .. | ,, | 1 0 0 |
| Iron tubs .. .. .. .. | ,, | 1 0 0 |
| Hand lamps .. .. .. | ,, | 0 8 0 |
| Kitson, Washington and similar lamps .. .. .. .. | ,, | 2 8 0 |
| Shackles .. .. .. .. | ,, | 0 8 0 |
| Slings, capacity 3 tons .. (To be used at risk of hirers.) | ,, | 1 0 0 |
| ,, ,, 5 ,, .. | ,, | 1 8 0 |
| ,, ,, 10 ,, .. | ,, | 2 0 0 |
| ,, ,, 20 ,, .. | ,, | 4 0 0 |
| ,, ,, 30 ,, .. | ,, | 6 0 0 |
| ,, ,, 40 ,, .. | ,, | 8 0 0 |
| ,, ,, 50 ,, .. | ,, | 10 0 0 |
| Trustees' tramway plant for shipping ore, ballast, coal, etc., per ton shipped . | | 0 2 6 |
| Gear, not otherwise enumerated .. | | At rates to be fixed from time to time by the Docks Manager. |

*Notes*—(*i*) All gear, except manganese ore carts, requisitioned for use or hire will be charged for up to the time returned

to Stores Depot except Sundays and Holidays enumerated in Docks By-Laws No. 118.

(*ii*) Trustees' manganese ore carts may be requisitioned for use *free of charge*, but a charge of Re. 1 per day will be levied in respect of every cart not returned to Stores Depot when not in use.

(*iii*) For the use of hand barrows and four-wheeled trucks at the Ballard Pier Station an inclusive charge of Rs. 10 per vessel per day will be made.

| | |
|---|---|
| Transport wagons or traction engines per whole day or night. | At rates to be fixed from time to time by the Docks Manager. |
| ,, ,, ,, ,, half ,, ,, | |
| ,, ,, ,, ,, 3 hours. | |
| ,, ,, ,, ,, 2 ,, | |
| ,, ,, ,, ,, hour. | |
| Portable flushing engine, if available. | |

(*b*) *Sorting cargo*—

| | | |
|---|---|---|
| Bag cargo only .. .. .. .. | Re. | 0-4-0 per ton |
| Iron, as specified under Section I, Item 46c, and timber, case goods, &c. .. | ,, | 0-12-0 ,, |

(*c*) *Hamalage*—

On goods, the cost of handling of which has not been included in the rates levied in this Schedule—

| | | | |
|---|---|---|---|
| Import .. .. .. .. | Re. | 0-4-0 | per ton. |
| Export .. .. .. .. | ,, | 0-4-0 | ,, ,, |

(*d*) *Copies of chappas or bills* .. .. ,, 0-4-0 each.

(*e*) *Services of divers* (*within Port limits*)—

| | | Per diving day of 4 hours or part. Rs. a. p. |
|---|---|---|
| (1) | Indian divers (half dress) .. .. .. | 35 0 0 |
| (2) | Indian divers (full dress) and Chinese divers | 50 0 0 |
| (3) | European divers .. .. .. .. | 70 0 0 |

*Note.*—For second diving shifts and work on Sundays and holidays enumerated in Docks By-Law No. 118 the above rates *plus* 50 per cent. will be levied.

A1.—Charges against *Masters, Agents or Owners of vessels* in respect of the hire of Tank Barges in terms of Docks By-law No. 38:—

Per day of 24 hours or part thereof, including Sundays and Holidays enumerated in Docks By-law No. 118 .. .. .. .. Rs. 50

*Conditions*:—

(1) Requisition in writing for a Tank Barge must be submitted to the Docks Manager not less than 12 hours before the time at which the Tank Barge is required.

(2) All oil contained in the ballast water will become the absolute property of the Trustees.

(3) No charge will be levied for the days the barge lies idle alongside the vessel, provided no other vessel is deprived of its services during such period, and always provided that charges for hire for one day will be levied should the barge be requisitioned and not utilised.

A2.—Charges against *Masters, Agents or Owners of vessels* arriving from Indian and Red Sea Ports in respect of cost of additional staff employed to maintain a double tally on miscellaneous Import cargo discharged in Dock, per vessel, Rs. 60.

*Note.*—The decision as to whether double tally is necessary to remain at the sole discretion of the Docks Manager.

B.—Charges against *Masters, Owners or Agents of vessels* in respect of—

| | | |
|---|---|---|
| (*a*) | *Fresh water* supplied to shipping. | Rs. 2-6-0 per 1,000 gallons. |
| (*b*) | *Removal of rubbish* deposited in Docks, subject to the provisions of Docks By-law No. 36. | At rates per cart of 16 cwts., fixed from time to time by the Docks Manager. |

C.—Charges against *Importers or Shippers* or others in respect of the following :—

| | | |
|---|---|---|
| (*a*) | *Unloading* of carts, lorries, trucks, etc. | One anna per 16 cwts. or part thereof. |

*Notes.*—(*i*) The Docks Manager has discretionary power to allow consignees or shippers to unload carts.

(*ii*) Heavy articles of machinery brought by trucks will be unloaded at the option of the Docks Manager at rates to be arranged.

(*iii*) Manganese ore in bulk will be unloaded free.

(*b*) *Opening packages*—

| | | | |
|---|---|---|---|
| (1) | Carriages, motor cars and aeroplanes .. .. | Re. | 0-8-0 per package. |
| (2) | Machinery .. .. | ,, | 0-4-0 ,, |
| (3) | Mouldings .. .. | ,, | 0-4-0 ,, |
| (4) | Pianos and harmoniums | ,, | 0-4-0 ,, |
| (5) | Packages of other kinds | ,, | 0-1-0 ,, |

*Note.*—Opening of casks or cases of wines, spirits and similar goods will not be undertaken.

| | | |
|---|---|---|
| (*c*) | *Repacking goods* by owners, etc., labour. | Re. 0-0-6 per package on the original number handled. |

(*d*) *Certificates*—

(1) Of measurement .. .. Re. 1-0-0 each.
(2) Of details of measurement. „ 1-0-0 per sheet.
(3) Of goods alongside for shipment .. .. .. „ 1-0-0 each.

(*e*) *Escorting fees* for goods removed from Docks to Docks or Apollo Bonded Warehouses, provided the goods are imported by one vessel and are bonded under one Bond Number and the relative Bills of Entry are presented all together and the goods removed under one escort ... ..Re. 1-0-0

(*f*) In all other cases ... .. „ 1-0-0 per escort

(*g*) Watching fees (*vide* Docks By-law No. 108.)—

(1) On consignments of American cotton. Re. 1-0-0 per consignment of 25 bales and under per day and 8 annas extra for every additional 25 bales or portion thereof per day.

(2) On consignments of sulphur or non-safety matches. Re. 0-8-0 per day per Bill of Entry.

*Note.*—Watching fees will commence to run from the General Landing Date declared for the Vessel.

(*h*) Hawkers' licenses (*vide* Docks By-law No. 124.)—

(1) Fresh Passes and renewals .. Rs. 1-8-0 each.
(2) Duplicates .. „ 5-0-0 „

(*i*) Personal Deposit Pass Book or Remittance Slip Book issued in replacement of lost Books .. Rs. 2-0-0 each.

(*j*) For miscellaneous services in respect of—

| | |
|---|---|
| (1) Goods railed into Dock for shipment.<br>(2) Goods loaded into Railway wagons and motor lorries.<br>(3) Goods carted within Dock limits. | At rates fixed by the Trustees from time to time, *vide* Circulars A, B, C. |

N.B.—*Fractions of an anna.*—In the total charges recovered in a chapp or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be reckoned as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

## SECTION XI.

### Dry Docks Charges.

Charges against *Masters, Owners and Agents of vessels* for the use of the Trustees' Dry Docks, including charges for docking, shoring and undocking.

(*a*) Charge for the first 24 hours of occupation.

*Note.*—The 1st period of 24 hours counts from the time the entrance caisson is placed in position after the vessel has entered. The period of occupation ends when the vessel has cleared the Dock entrance when leaving. In order to cover trivial delays in undocking a vessel, fifteen minutes' grace, after the expiry of any period is allowed, and will not be charged for.

| Gross registered tonnage of vessels. | Tons. | Amount Rs. | a. | p. | |
|---|---|---|---|---|---|
| Not exceeding .. ... .. | 1,000 | 600 | 0 | 0 | minimum. |
| Exceeding | | | | | |
| 1,000 but not exceeding | 1,050 | 639 | 13 | 0 | |
| 1,050 „ „ | 1,100 | 670 | 5 | 0 | |
| 1,100 „ „ | 1,150 | 700 | 12 | 0 | |
| 1,150 „ „ | 1,200 | 731 | 4 | 0 | |
| 1,200 „ „ | 1,250 | 761 | 11 | 0 | |
| 1,250 „ „ | 1,300 | 792 | 3 | 0 | |
| 1,300 „ „ | 1,350 | 822 | 10 | 0 | |
| 1,350 „ „ | 1,400 | 853 | 2 | 0 | |
| 1,400 „ „ | 1,450 | 883 | 9 | 0 | |
| 1,450 „ „ | 1,500 | 914 | 1 | 0 | |
| 1,500 „ „ | 1,550 | 944 | 8 | 0 | |
| 1,550 „ „ | 1,600 | 975 | 0 | 0 | |
| 1,600 „ „ | 1,650 | 1,005 | 7 | 0 | |
| 1,650 „ „ | 1,700 | 1,035 | 15 | 0 | |
| 1,700 „ „ | 1,750 | 1,066 | 6 | 0 | |
| 1,750 „ „ | 1,800 | 1,096 | 14 | 0 | |
| 1,800 „ „ | 1,850 | 1,127 | 5 | 0 | |
| 1,850 „ „ | 1,900 | 1,157 | 13 | 0 | |
| 1,900 „ „ | 1,950 | 1,188 | 4 | 0 | |
| 1,950 „ „ | 2,000 | 1,218 | 12 | 0 | |
| 2,000 „ „ | 2,050 | 1,228 | 2 | 0 | |

| Gross registered tonnage of vessels. | Tons. | Amount. | | |
|---|---|---|---|---|
| Exceeding | | Rs. | a. | p. |
| 2,050 but not exceeding | 2,100 | 1,237 | 8 | 0 |
| 2,100 ,, ,, | 2,150 | 1,246 | 14 | 0 |
| 2,150 ,, ,, | 2,200 | 1,256 | 4 | 0 |
| 2,200 ,, ,, | 2,250 | 1,265 | 10 | 0 |
| 2,250 ,, ,, | 2,300 | 1,275 | 0 | 0 |
| 2,300 ,, ,, | 2,350 | 1,284 | 6 | 0 |
| 2,350 ,, ,, | 2,400 | 1,293 | 12 | 0 |
| 2,400 ,, ,, | 2,450 | 1,303 | 2 | 0 |
| 2,450 ,, ,, | 2,500 | 1,312 | 8 | 0 |
| 2,500 ,, ,, | 2,550 | 1,321 | 14 | 0 |
| 2,550 ,, ,, | 2,600 | 1,331 | 4 | 0 |
| 2,600 ,, ,, | 2,650 | 1,340 | 10 | 0 |
| 2,650 ,, ,, | 2,700 | 1,350 | 0 | 0 |
| 2,700 ,, ,, | 2,750 | 1,359 | 6 | 0 |
| 2,750 ,, ,, | 2,800 | 1,368 | 12 | 0 |
| 2,800 ,, ,, | 2,850 | 1,378 | 2 | 0 |
| 2,850 ,, ,, | 2,900 | 1,387 | 8 | 0 |
| 2,900 ,, ,, | 2,950 | 1,396 | 14 | 0 |
| 2,950 ,, ,, | 3,000 | 1,406 | 4 | 0 |
| 3,000 ,, ,, | 3,050 | 1,413 | 12 | 0 |
| 3,050 ,, ,, | 3,100 | 1,421 | 4 | 0 |
| 3,100 ,, ,, | 3,150 | 1,428 | 12 | 0 |
| 3,150 ,, ,, | 3,200 | 1,436 | 4 | 0 |
| 3,200 ,, ,, | 3,250 | 1,443 | 12 | 0 |
| 3,250 ,, ,, | 3,300 | 1,451 | 4 | 0 |
| 3,300 ,, ,, | 3,350 | 1,458 | 12 | 0 |
| 3,350 ,, ,, | 3,400 | 1,466 | 4 | 0 |
| 3,400 ,, ,, | 3,450 | 1,473 | 12 | 0 |
| 3,450 ,, ,, | 3,500 | 1,481 | 4 | 0 |
| 3,500 ,, ,, | 3,550 | 1,488 | 12 | 0 |
| 3,550 ,, ,, | 3,600 | 1,496 | 4 | 0 |
| 3,600 ,, ,, | 3,650 | 1,503 | 12 | 0 |
| 3,650 ,, ,, | 3,700 | 1,511 | 4 | 0 |

| Gross registered tonnage of vessels. | | | Tons. | Amount. | | |
|---|---|---|---|---|---|---|
| Exceeding | | | | Rs. | a. | p. |
| 3,700 | but not | exceeding | 3,750 | 1,518 | 12 | 0 |
| 3,750 | ,, | ,, | 3,800 | 1,526 | 4 | 0 |
| 3,800 | ,, | ,, | 3,850 | 1,533 | 12 | 0 |
| 3,850 | ,, | ,, | 3,900 | 1,541 | 4 | 0 |
| 3,900 | ,, | ,, | 3,950 | 1,548 | 12 | 0 |
| 3,950 | ,, | ,, | 4,000 | 1,556 | 4 | 0 |
| 4,000 | ,, | ,, | 4,050 | 1,563 | 12 | 0 |
| 4,050 | ,, | ,, | 4,100 | 1,571 | 4 | 0 |
| 4,100 | ,, | ,, | 4,150 | 1,578 | 12 | 0 |
| 4,150 | ,, | ,, | 4,200 | 1,586 | 4 | 0 |
| 4,200 | ,, | ,, | 4,250 | 1,593 | 12 | 0 |
| 4,250 | ,, | ,, | 4,300 | 1,601 | 4 | 0 |
| 4,300 | ,, | ,, | 4,350 | 1,608 | 12 | 0 |
| 4,350 | ,, | ,, | 4,400 | 1,616 | 4 | 0 |
| 4,400 | ,, | ,, | 4,450 | 1,623 | 12 | 0 |
| 4,450 | ,, | ,, | 4,500 | 1,631 | 4 | 0 |
| 4,500 | ,, | ,, | 4,550 | 1,638 | 12 | 0 |
| 4,550 | ,, | ,, | 4,600 | 1,646 | 4 | 0 |
| 4,600 | ,, | ,, | 4,650 | 1,653 | 12 | 0 |
| 4,650 | ,, | ,, | 4,700 | 1,661 | 4 | 0 |
| 4,700 | ,, | ,, | 4,750 | 1,668 | 12 | 0 |
| 4,750 | ,, | ,, | 4,800 | 1,676 | 4 | 0 |
| 4,800 | ,, | ,, | 4,850 | 1,683 | 12 | 0 |
| 4,850 | ,, | ,, | 4,900 | 1,691 | 4 | 0 |
| 4,900 | ,, | ,, | 4,950 | 1,698 | 12 | 0 |
| 4,950 | ,, | ,, | 5,000 | 1,706 | 4 | 0 |
| 5,000 | ,, | ,, | 5,050 | 1,713 | 12 | 0 |
| 5,050 | ,, | ,, | 5,100 | 1,721 | 4 | 0 |
| 5,100 | ,, | ,, | 5,150 | 1,728 | 12 | 0 |
| 5,150 | ,, | ,, | 5,200 | 1,736 | 4 | 0 |
| 5,200 | ,, | ,, | 5,250 | 1,743 | 12 | 0 |
| 5,250 | ,, | ,, | 5,300 | 1,751 | 4 | 0 |
| 5,300 | ,, | ,, | 5,350 | 1,758 | 12 | 0 |

| Gross registered tonnage of vessels. | Tons. | Amount. Rs. a. p. |
|---|---|---|
| Exceeding | | |
| 5,350 but not exceeding | 5,400 | 1,766 4 0 |
| 5,400 „ „ | 5,450 | 1,773 12 0 |
| 5,450 „ „ | 5,500 | 1,781 4 0 |
| 5,500 „ „ | 5,550 | 1,788 12 0 |
| 5,550 „ „ | 5,600 | 1,796 4 0 |
| 5,600 „ „ | 5,650 | 1,803 12 0 |
| 5,650 „ „ | 5,700 | 1,811 4 0 |
| 5,700 „ „ | 5,750 | 1,818 12 0 |
| 5,750 „ „ | 5,800 | 1,826 4 0 |
| 5,800 „ „ | 5,850 | 1,833 12 0 |
| 5,850 „ „ | 5,900 | 1,841 4 0 |
| 5,900 „ „ | 5,950 | 1,848 12 0 |
| 5,950 „ „ | 6,000 | 1,856 4 0 |
| 6,000 „ „ | 6,050 | 1,863 12 0 |
| 6,050 „ „ | 6,100 | 1,871 4 0 |
| 6,100 „ „ | 6,150 | 1,878 12 0 |
| 6,150 „ „ | 6,200 | 1,886 4 0 |
| 6,200 „ „ | 6,250 | 1,893 12 0 |
| 6,250 „ „ | 6,300 | 1,901 4 0 |
| 6,300 „ „ | 6,350 | 1,908 12 0 |
| 6,350 „ „ | 6,400 | 1,916 4 0 |
| 6,400 „ „ | 6,450 | 1,923 12 0 |
| 6,450 „ „ | 6,500 | 1,931 4 0 |
| 6,500 „ „ | 6,550 | 1,938 12 0 |
| 6,550 „ „ | 6,600 | 1,946 4 0 |
| 6,600 „ „ | 6,650 | 1,953 12 0 |
| 6,650 „ „ | 6,700 | 1,961 4 0 |
| 6,700 „ „ | 6,750 | 1,968 12 0 |
| 6,750 „ „ | 6,800 | 1,976 4 0 |
| 6,800 „ „ | 6,850 | 1,983 12 0 |
| 6,850 „ „ | 6,900 | 1,991 4 0 |
| 6,900 „ „ | 6,950 | 1,998 12 0 |
| 6,950 „ „ | 7,000 | 2,006 4 0 |

For every 50 tons or part of 50 tons in excess of 7,000 tons Rs. 7-8-0.

(*b*) *For occupation from after the first* 24 *hours up to the* 8*th day inclusive*—

For every 6 hours or part thereof .. .. Rs. 75-0-0

(*c*) *For occupation from the* 9*th day to the* 20*th day inclusive*—

For every 6 hours or part thereof .. .. Rs. 112-8-0

(*d*) *For occupation beyond the* 20*th day.* — The Trustees reserve to themselves the right to increase the daily charge to any amount not exceeding Rs. 750.

(*e*) *For docking or undocking on Sundays or holidays enumerated in Docks By-law No.* 118—

(1) Docking, per vessel—Rs. 100 *plus* charges as under in lieu of actual extra expenses—

| | | | |
|---|---|---|---|
| Vessels up to 1,500 tons gross | .. | Rs. | 125 |
| ,, from 1,501 to 2,500 tons gross | | ,, | 185 |
| ,, from 2,501 to 5,000 tons gross | | ,, | 225 |
| ,, over 5,000 tons gross .. | .. | ,, | 275 |

(2) Undocking, per vessel—Rs. 100 *plus* charges as under in lieu of actual extra expenses—

| | | | |
|---|---|---|---|
| Vessels up to 2,500 tons gross | .. | Rs. | 100 |
| ,, from 2,501 to 5,000 tons gross | | ,, | 125 |
| ,, over 5,000 tons gross .. | .. | ,, | 175 |

*Note.*—In cases of genuine emergency such as a vessel being in danger, the penalty fee of Rs. 100 for docking on Sundays and holidays is not leviable.

(*f*) *When two or more vessels are docked together.* — The above rates will be levied on the aggregate tonnage of the vessels.

*EXCEPTION.—When two or more vessels are docked in the entire length of the Hughes Dry Dock without the caisson being placed in position between them, the ordinary charges as per item* (a) et seq. *of this Section will be levied for each vessel separately.*

(*g*) *A vessel engaging the Dock and not using it.* .. Rs. 450-0-0.

*Notes.*—(*i*) If the Dock is required for another vessel, a vessel that has already occupied it for 72 hours must immediately vacate or pay a fresh fee calculated according to the Table on her gross tonnage for the first 24 hours, for every 24 hours or part thereof that she remains in occupation.

(*ii*) If for any reason a vessel occupying the outer compartment of the Hughes Dry Dock is not ready to undock on expiry of the period for which she was regulated and thereby causes detention to the vessel occupying the inner compartment the Docks Manager may, with the sanction of the Chairman, recover from the former vessel in addition to the ordinary charges leviable, all Port Trust charges incurred by the vessel in the inner compartment during the period of detention.

(*iii*) When work of scraping, painting or repairs is actually done on vessels in Dock on Sundays or holidays the usual charges will be made according to the period of occupation, otherwise Sundays and authorised holidays will be allowed free. When charges are assessed on the aggregate tonnage of two or more vessels docked together *pro rata* Sunday and holiday charges will be levied against these vessls on which work is performed.

(*iv*) For cleaning a Dock and removing rubbish, a charge Rs. 20-0-0 will be made against the licensee, *vide* Dry Docks By-law No. 13.

(*v*) When bilge water is run out into Dock, the cost of deodorising and disinfecting is charged against the Master, etc., of the vessel.

(*vi*) In the case of vessels requiring to undock between 6 P.M. and 10-30 A.M., if the notice of undocking reaches the Docks Manager later than 5 P.M., an extra charge of Rs. 10-0-0 will be levied.

(*vii*) An extra charge is leviable for special blocks required to be laid on account of peculiarities in the construction of any vessel.

(*viii*) The Trustees accept no responsibility whatever for any detention to vessels using their Dry Docks.

(*ix*) The Docks Manager has discretionary power to waive the charge leviable under item (*a*) in cases where no extra expense or inconvenience is occasioned to the Trust and no interference is caused to other vessels which may have required to dry dock.

*N.B.—Fractions of an anna.*—In the total charges recovered in a chappa or bill, under this Section fractions of an anna less than six pies will be dropped, while six pies and over will be recovered as one anna.

The minimum charge recovered in any chappa or bill shall not be less than one anna.

## SECTION XII.

Charges against Government in respect of vessels of war, and vessels, engaged solely for the transport of troops, their families, etc., berthed at the Ballard Pier or Alexandra Dock Harbour Wall or inside the Docks.

| | |
|---|---|
| (*a*) Vessels of war, that is to say all vessels flying the White Ensign, but including in times of war, mine sweepers and patrol vessels. | All Port and Dock charges, whether for 'general facilities' or for 'special services' except:—<br>(*i*) Port Dues.<br>(*ii*) Wharfage on stores and equipment required for the vessel's own consumption. |
| (*b*) Vessels employed solely in the transport of troops and their families, military animals, military equipment, munitions of war and naval and military stores including Royal Fleet Auxiliaries (Royal Field Ambulance) which are on the list of the Royal Navy and fly the Blue Ensign, and all Hospital Ships and Ambulance transports. | (*a*) All Port and Dock charges except:—<br>(*i*) Port Dues.<br>(*ii*) Wharfage charges for the said personnel, their horses (other than remounts) baggage, carriages and other effects forming part of the authorised scheduled equipment of the unit to which such personnel belongs.<br>(*b*) Compensation under Section 6 of the Indian Tolls (Army) Act II of 1901 at the rate of two annas per ton of gross registered tonnage, of the vessels for each day that dock dues are charged under Section IV of the Docks Scale of Rates and the vessels are engaged in *bona fide* transport operations. |

*Note* (*i*)—Wharfage charges shall mean fees levied for the passing of goods or animals, etc., imported or exported by any vessels, boat or lighter over any wharf, jetty, pier or bunder within Port Trust areas, but shall not mean charges for services rendered by the Port Trust in landing and shipping, removing or storing such goods, animals, etc., such as the provision of cranes, cluster lights and for handling labour.

## Bengal Chamber of Commerce.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

| Articles. | Cwt. per Ton Net. | Cubic Feet per Ton. |
|---|---|---|
| Aniseed, in bags .. .. .. .. | 8 | .. |
| Barley .. .. .. .. .. | 20 | .. |
| Beeswax .. .. .. .. .. | 20 | .. |
| Betel-nut .. .. .. .. .. | 20 | .. |
| Bones crushed .. .. .. .. | 20 | *50 |
| Bonemeal .. .. .. .. .. | 20 | .. |
| Borax .. .. .. .. .. | 20 | .. |
| Bran .. .. .. .. .. | 14 | .. |
| Bristles .. .. .. .. .. | .. | 50 |
| Bullion .. .. .. .. .. | *ad valorem.* | |
| Camphor, in cases .. .. .. | .. | 50 |
| Carbonate of Potash .. .. .. | .. | 50 |
| Cardamoms, in robbins .. .. .. | 8 | .. |
| ,, ,, boxes .. .. .. | .. | 50 |
| Carpets .. .. .. .. .. | .. | 50 |
| Cassia, in bags .. .. .. .. | 12 | 50 |
| Castor seed .. .. .. .. | 15 | .. |
| Chillies (dry), in bags or bundles .. | 8 | .. |
| Chiretta, in bundles .. .. .. | .. | 50 |
| Chrome ore .. .. .. .. | 20 | .. |
| Cloves, in bags .. .. .. | 8 | .. |
| ,, ,, cases .. .. .. .. | .. | 50 |
| Coal .. .. .. .. .. | 20 | .. |
| Cochineal .. .. .. .. | .. | 50 |
| Coffee, in bags .. .. .. .. | 18 | .. |
| Coir, in dholls .. .. .. .. | 10 | .. |
| Coke .. .. .. .. .. | 20 | .. |
| Copra .. .. .. .. .. | 12 | .. |
| Copra cake or cocoanut cake .. .. | 20 | .. |
| Copper ore .. .. .. .. | 20 | .. |
| Coriander seed .. .. .. .. | 12 | .. |
| Corundum ore .. .. .. .. | 20 | .. |
| Cotton .. .. .. .. .. | .. | 50 |
| Cotton seed .. .. .. .. | 14 | .. |
| Cowries .. .. .. .. | 20 | .. |
| Cumin seed .. .. .. .. | 8 | .. |
| Cutch, in bags .. .. .. .. | 18 | .. |

* At steamer's option.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

| Articles. | Cwt. per Ton Net. | Cubic Feet per Ton. |
|---|---|---|
| Cutch, in cases .. .. .. .. | .... | 50 not exceeding 20 cwts. gross. |
| Dates (wet) .. .. .. .. | 20 | .. |
| ,, (dry) .. .. .. .. | 16 | .. |
| Dholl or dhal .. .. .. .. | 20 | .. |
| Fibres, all sorts .. .. .. .. | .. | 50 |
| Garlic and onions, in bags .. .. | 12 | .. |
| Ginger .. .. .. .. .. | 16 | .. |
| Gram .. .. .. .. .. | 20 | .. |
| Gurh, in cases .. .. .. .. | .. | 50 |
| Gunnies .. .. .. .. .. | 20 cwts. gross. | *50 |
| Gunjah .. .. .. .. .. | .. | 50 |
| Hemp in bales .. .. .. .. | .. | 50 |
| Hides in bales .. .. .. .. | .. | 50 |
| Hide cuttings in bales .. .. .. | .. | 50 |
| Hoofs, cow and buffalo horns, and horn tips, loose .. .. .. | 20 | .. |
| Hoofs, cow and buffalo horns, and horn tips, in bags or in bundles .. | .. | 50 |
| Horns, deer, in bags or in bundles .. | .. | 50 |
| Indigo .. .. .. .. .. | .. | 50 |
| Jute .. .. .. .. .. | .. | 50 |
| Kapok .. .. .. .. .. | .. | 50 |
| Kapok Seed .. .. .. .. | 14 | .. |
| Lac, button, seed, stick and shellac in bags .. .. .. .. .. | 16 | .. |
| Lac, button, seed, stick and shellac in cases .. .. .. .. .. | .. | 50 |
| Lac, kirie lac, or lac refuse in bags .. | 20 | .. |
| Lac dye in cases .. .. .. .. | .. | 50 |
| Lard .. .. .. .. .. | 20 | .. |
| Leather, in cases or bales .. .. | .. | 50 |
| Lentils .. .. .. .. .. | 20 | .. |
| Linseed .. .. .. .. .. | 20 | .. |
| Mace .. .. .. .. .. | 20 | .. |



* At steamer's option.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

| Articles. | Cwt. per Ton Net. | Cubic Feet per Ton. |
|---|---|---|
| Manganese .. .. .. .. .. | 20 | .. |
| Mica, talc, in cases .. .. .. | 20 cwts. gross. | .. |
| Mother-o'-pearl, in bags or cases .. | 20 cwts. goods. | .. |
| Mowrah seed .. .. .. .. | 20 | .. |
| Molasses .. .. .. .. .. | 20 cwts. gross. | .. |
| Munjeet dye in cases .. .. .. | .. | 50 |
| Mustard seed .. .. .. .. | 20 | .. |
| Myrabollams, whole or crushed .. .. | 20 | .. |
| Niger seed .. .. .. .. .. | 20 | .. |
| Nux vomica seed .. .. .. | 16 | .. |
| Nutmegs, in cases .. .. .. | .. | 50 |
| Oats .. .. .. .. .. | 16 | .. |
| Oil, in cases .. .. .. .. | .. | 50 |
| ,, ,, casks or drums .. .. .. | .. | 50 |
| Oil, essential .. .. .. .. | ad valorem. | |
| Oil-seed cake .. .. .. .. | 20 | .. |
| Opium .. .. .. .. .. | per | chest. |
| Paddy .. .. .. .. .. | 16 | .. |
| Peas .. .. .. .. .. | 20 | .. |
| Pepper, long .. .. .. .. | 12 | .. |
| ,, black .. .. .. .. | 14 | .. |
| Pig iron and Pig lead .. .. .. | 20 | .. |
| Poppy seed .. .. .. .. | 20 | .. |
| Rattans, for dunnage .. .. .. | 20 | *50 |
| Red wood, ,, .. .. .. | 20 | *50 |
| Red seed .. .. .. .. .. | 20 | .. |
| Rice .. .. .. .. .. | 20 | .. |
| Rope, in coils or bundles .. .. | .. | 50 |
| Rubber in cases .. .. .. .. | .. | 50 |
| Salt .. .. .. .. .. | 20 | .. |
| Safflower .. .. .. .. .. | .. | 50 |
| Sal-ammoniac, in bags or boxes .. | 20 cwts. gross. | .. |
| Saltpetre .. .. .. .. .. | 20 | .. |
| Sapan-wood, for dunnage .. .. | 20 | *50 |

*At steamer's option.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*).

| Articles. | Cwt. per Ton Net. | Cubic Feet per Ton. |
|---|---|---|
| Senna, in bales .. .. .. .. | .. | 50 |
| Silk, raw, in bales .. .. .. | 10. | .. |
| Silk, in cases or bales .. .. .. | .. | 50 |
| Silk chussum .. .. .. .. | .. | 50 |
| Silk waste .. .. .. .. | .. | 50 |
| Silk piece-goods .. .. .. .. | ad valorem | or *50 |
| Silver specie and/or value cargo .. | ad valorem. | |
| Skins, in casks .. .. .. .. | 20 cwts. gross. | .. |
| Skins, in bales .. .. .. .. | .. | 50 |
| Soap, in bags .. .. .. .. | 15 | .. |
| Soap, in cases .. .. .. .. | .. | 50 |
| Sugar .. .. .. .. | 20 | .. |
| Tallow, in cases or casks .. .. .. | 20 cwts. | gross. |
| Tamarind, in cases or casks .. .. | 20 cwts. | gross. |
| Tea .. .. .. .. | .. | 50 |
| Tea waste as broken stowage .. .. | 16 | .. |
| Til Seed .. .. .. .. | 20 | .. |
| Timber .. .. .. .. | .. | 50 |
| Tobacco, in cases or bales .. .. | .. | 50 |
| Turmeric .. .. .. .. | 16 | .. |
| Twine in cases .. .. .. .. | .. | 50 |
| Wax .. .. .. .. | 20 | .. |
| Wheat .. .. .. .. | 20 | .. |
| Wolfram .. .. .. .. | 20 | .. |
| Wool .. .. .. .. | .. | 50 |

All unenumerated articles at 50 cubic feet or 20 cwts. gross, at steamer's option. Goods in casks or cases to be calculated at gross weight when paying freight by weight.

Measurement and, when necessary, weighment shall be made by the Bengal Chamber of Commerce, Licensed Measurers Department, in accordance with their rules, and their certificate shall be final, and freight shall be payable in accordance therewith.

*Deadweight.*—The term *Deadweight* shall be understood to mean the following articles only—Sugar, Saltpetre, Rice, Wheat, Gram, Dholl and Peas.

*At steamer's option.

## Schedule of Commission Charges.

*Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892, with effect from that date.*

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin .. .. .. 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones, or Jewellery .. .. 2½ ,,
3. On purchasing ditto when funds are provided by the Agent .. .. .. .. 5 ,,
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges .. .. .. .. 5 ,,
5. On returns for Consignments if made in produce .. .. .. .. 2½ ,,
6. On returns of Consignments if in Bills, Bullion or Treasure .. .. .. .. 1 ,,
7. On accepting Bills against Consignments .. 1 ,,
8. On the sale or purchase of Ships, Factories, Houses, Lands and all property of a like description .. .. .. .. 2½ ,,
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn, and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee .. ½ com.
10. On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent. .. .. .. .. .. 2½ per cent.

| | | | |
|---|---|---|---|
| 11. | On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods, where no other commission is derived .. .. .. | 2½ | per cent. |
| 12. | On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates, or to Government for the disbursement of public money .. | 2½ | ,, |
| 13. | On *del-credere*, or guaranteeing the due realisation of sales .. .. .. .. | 2½ | ,, |
| 14. | On the management of Estates for Executors or Administrators .. .. .. .. | 2½ | ,, |
| 15. | On chartering ships or engaging tonnage for constituents for vessels to proceed to out ports for loading .. .. .. .. | 2½ | ,, |
| 16. | On advertising as the Agents, for Owners or Commanders of ships, for cabin passengers on the amount of passage money, whether the same shall pass through the Agent's hands or not .. .. .. .. | 2½ | ,, |
| 17. | On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains or Charterers of a vessel, upon the gross amount of freight, brokerage, inclusive .. .. .. .. | 5 | ,, |
| 18. | On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere upon the gross amount of earnings | | ,, |
| 19. | On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file .. .. .. | 2½ | ,, |
| 20. | On realising inward freight, inward troop, emigrant, or cabin passage money .. .. | 2½ | ,, |

| | | |
|---|---|---|
| 21. | On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold .. .. .. | 2½ to 5 per cent. |
| | If Opium, Indigo, Raw Silk or Piece-goods .. .. .. .. .. | 1¼ to 2½ „ |
| | If Treasure, Precious Stones, or Jewellery .. | ¾ to 1 „ |
| 22. | On effecting Insurances, whether on lives or property .. .. .. .. .. | 2½ „ |
| 23. | On settling Insurance claims, losses and averages of all classes and on procuring returns of premium .. .. .. .. | 2½ „ |
| 24. | On drawing, purchasing, selling or negotiating Bills of Exchange .. .. .. .. | 1 „ |
| 25. | On debts or other claims when a process-at law or arbitration is incurred in claiming them .. .. .. .. .. .. | 2½ „ |
| | Or if recovered by such means .. .. | 5 „ |
| 26. | On Bills of Exchange returned dishonoured .. | 1 „ |
| 27. | On collecting house-rent .. .. .. | 2½ „ |
| 28. | On ships' disbursements .. .. .. | 2½ „ |
| 29. | On realising Bottomry Bonds, or negotiating any loan on *respondentia* .. .. .. | 2½ „ |
| 30. | On granting Letters-of-Credit .. .. | 1 „ |
| 31. | On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another .. | ½ „ |
| 32. | On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value .. .. .. .. .. | ½ „ |
| 33. | On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged .. .. .. | ½ „ |

☞ *Brokerage when paid is to be separately charged.*

## Cochin Chamber of Commerce

TONNAGE SCALE.

| Goods. | Packages. | Shipping Ton. |
|---|---|---|
| Arrowroot .. | Cases .. | 50 cubic feet |
| Do. .. | Bags .. | 16 cwts. net |
| Bees' wax .. | Cases .. | 50 cubic feet |
| Do. .. | Bags .. | 16 cwts. net |
| Betelnut .. | Do. or mats .. | 16 ,, ,, |
| Blackwood .. | In square logs .. | 50 cubic feet |
| Bone-meal .. | Bags .. | 20 cwts. net |
| Bone grist .. | Do. .. | 17 cwt. |
| Cardamoms .. | Robbins .. | 10 cwts. net |
| Do. .. | Bags .. | 10 ,, ,, |
| Do. .. | Cases .. | 50 cubic feet |
| Cassia .. | Bales .. | 800 lbs. net } 50 |
| Cinnamon .. | Do. .. | 800 ,, ,, } cubic feet. |
| Do. .. | Cases .. | 50 cubic feet |
| Citronella Oil .. | Cases, drums or tanks | 50 ,, ,, |
| Cocoanut Oil .. | Casks .. | 14 cwts. net |
| Coculus Indicus .. | Robbins .. | 14 ,, ,, |
| Do. .. | Bags .. | 16 ,, ,, |
| Coffee .. | Casks .. | 16 ,, ,, |
| Do. .. | Bags .. | 18 ,, ,, |
| Do. .. | Cases .. | 50 cubic feet |
| Coir Yarn & Fibre .. | Pressed bales .. | 50 ,, ,, |
| Do. .. | Bundles or coils .. | 8 cwts. net |
| Do. .. | Dholls not exceeding 4 lbs. .. | 10 ,, ,, |
| Coir matting .. | Rolls .. | 50 cubic feet |
| Do. mats .. | Bundles .. | 50 cubic feet plus 10 per cent. |
| Do. rope .. | Coils .. | 8 cwts net. |
| Do. fenders .. | Loose .. | 8 ,, ,, |
| Do. yarn .. | Ballots .. | 7 ,, ,, |
| Do. fibre .. | Dholls .. | 7 ,, ,, |
| Do. ,, .. | Ballots .. | 7 ,, |
| Copra .. | Robbins .. | 10 ,, net |
| Do. .. | In pressed bales .. | 50 cubic feet |
| Do. .. | Bulk .. | 10 cwts. net |

TONNAGE SCALE—(*contd.*)

| Goods. | Packages. | Shipping Ton. |
|---|---|---|
| Copra .. | Bags .. | 10 cwts. net |
| Do. .. | Bags each cup cut in 4 pieces .. | 12 ,, |
| Palm nuts .. | Bags .. | 20 ,, |
| Broken cocoanut shells .. | Do. .. | 11 ,, |
| Cotton .. | Pressed bales .. | 50 cubic feet |
| Cowries .. | Bags or cases .. | 20 cwts. net |
| Cutch .. | Cases .. | 50 cubic feet |
| Do. .. | Bags or caskets .. | 16 cwts. net screwed. |
| Cinchona .. | Bales .. | 50 cubic feet |
| Elephants' teeth .. | Cases .. | 50 ,, ,, |
| Do. .. | Bundles .. | 18 cwts. net |
| Do. .. | Loose .. | 20 ,, ,, |
| Fish oil .. | Casks .. | 14 ,, ,, |
| Fish guano .. | Bags .. | 1 ,, ,, |
| Ginger .. | Cases .. | 50 cubic feet |
| Do. .. | Bags .. | 12 cwts. net |
| Do. .. | Casks .. | 8 ,, ,, |
| Gingelly seed .. | Bags .. | 20 ,, ,, |
| Groundnuts, shelled. | Do. .. | 20 ,, ,, |
| Do. unshelled | Do. .. | 12 ,, ,, |
| Gums of all kinds .. | Cases .. | 50 cubic feet |
| Hemp .. | Screwed bales .. | 50 ,, ,, |
| Hides .. | Unpressed .. | 12 cwts. net |
| Do. green .. | Do. .. | 20 ,, ,, |
| Do. dry .. | Bales .. | 50 cubic feet |
| Hoofs .. | Bags .. | 20 cwts. net |
| Horns, buffalo and cow. | Loose .. | 16 ,, ,, |
| Horns, deer .. | Do. .. | 12 ,, ,, |
| Lemon grass oil .. | Cases, drums or tanks | 50 cubic feet |
| Linseed .. | Bags .. | 18 cwts. net |
| Mangoes (pickled) .. | Barrels .. | 14 ,, ,, |
| Do. (sliced) .. | Bags .. | 12 ,, ,, |
| Marrotti Seed .. | Do. .. | 15 ,, ,, |
| Mica .. | Cases .. | 50 cubic feet |
| Myrabollams .. | Bags .. | 16 cwts. net |

TONNAGE SCALE—(*contd.*)

| Goods. | Packages. | Shipping Ton. |
|---|---|---|
| Nux-vomica .. | Robbins .. | 14 cwts. net |
| Do. .. | Bags .. | 16 ,, ,, |
| Nutmegs .. | Cases .. | 50 cubic feet |
| Oil seeds .. | Bags .. | 17 cwts. net |
| Other oils .. | Cases, drums or tanks | 50 cubic feet |
| Palmyra Fibre .. | Pressed bales .. | 50 ,, ,, |
| Do. .. | Ballots .. | 50 ,, ,, |
| Do. .. | Bundles .. | 8 cwts. |
| Pepper .. | Bags .. | 16 cwts. net |
| Do. .. | Robbins .. | 14 ,, ,, |
| Plumbago .. | Bags or barrels .. | 20 ,, ,, |
| Poonac (cake) .. | Bundles or bales .. | 20 ,, ,, |
| Do. (broken) .. | Bags .. | 17 ,, ,, |
| Rice bran .. | Do. .. | 20 ,, ,, |
| Rice .. | Do. .. | 20 ,, ,, |
| Rubber Seeds .. | Do. .. | 8 ,, ,,(54 lbs.) |
| Do. latex in liquid | Cases .. | 50 cubic feet |
| Saltpetre .. | Bags .. | 20 cwts. net |
| Sandalwood chips and roots . | Bundles .. | 13 ,, ,, |
| Sandalwood other classes and Sapan wood .. | Do. .. | 11 ,, ,, |
| Sugar .. | Bags .. | 20 ,, ,, |
| Tallow .. | Casks and cases .. | 18 ,, ,, |
| Tea .. | Chests .. | 50 cubic feet |
| Tea refuse .. | Bags .. | 17 cwts. |
| Tamarind .. | Bundles .. | 17 cwts. net |
| Timber (all kinds) square logs or planks | .. | 50 cubic feet |
| Do. round logs .. | .. | 50 ,, ,, |
| Do. otherwise .. | .. | 20 cwts. net |
| Turmeric .. | Bags .. | 14 ,, ,, |
| Trichy phosphates .. | Do. .. | 20 ,, ,, |
| Wheat .. | Do. .. | 20 ,, ,, |
| Do. .. | Mooras .. | 18 ,, ,, |
| Wet salted skins .. | Casks .. | 50 cubic feet |

Coir jink, horns, oil beakers, hides loose, and all packages not exceeding 56 lbs. gross to be taken as broken stowage at half freight.

## Madras Chamber of Commerce.

TONNAGE SCALE.

| Articles. | Cwt. per Ton Net. | Cubic Feet per Ton. |
|---|---|---|
| Aloes, in bags .. .. .. .. | 20 | .. |
| Do. in cases .. .. .. .. | .. | 50 |
| Alum .. .. .. .. .. | 20 | .. |
| Arrowroot, in cases .. .. .. | .. | 50 |
| Assafœtida, in bags .. .. .. | 20 | .. |
| Do. in cases .. .. .. | .. | 50 |
| Apparel and Personal effects .. .. | .. | 50 |
| Bark, in bags and bundles .. .. | 8 | .. |
| Bees' wax in bags.. .. .. .. | 20 | .. |
| Betelnut .. .. .. .. .. | 18 | .. |
| Books .. .. .. .. .. | .. | 50 |
| Bone meal and crushed bones .. | 20 | .. |
| Bone sinews, in bales .. .. .. | .. | 50 |
| Borax in bags .. .. .. .. | 20 | .. |
| Do. in cases .. .. .. .. | .. | 50 |
| Brimstone .. .. .. .. .. | 20 | .. |
| Bullion .. .. .. .. .. | ad valorem. | |
| Cake Lac, in bags .. .. .. | 16 | .. |
| Camphor, in cases .. .. .. | .. | 50 |
| Cardamoms, in cases .. .. .. | .. | 50 |
| Do. in bags .. .. .. | 10 | .. |
| Cassia, in cases .. .. .. .. | .. | 50 |
| Do. in bags .. .. .. .. | 12 | .. |
| Castor seed .. .. .. .. | 20 | .. |
| Chillies, in bags .. .. .. .. | 12 | .. |
| Do. in robbins .. .. .. | 14 | .. |
| China root in bags .. .. .. | 11 | .. |
| Do. in cases .. .. .. | .. | 50 |
| Chiretta, in bales .. .. .. .. | .. | 50 |
| Cigars .. .. .. .. .. | .. | 50 |
| Cloves, in bags .. .. .. .. | 8 | .. |
| Do. in cases .. .. .. .. | .. | 50 |
| Coals .. .. .. .. .. | 20 | .. |
| Cochineal .. .. .. .. .. | .. | 50 |
| Coffee, in bags .. .. .. .. | 18 | .. |
| Do. in cases .. .. .. .. | 17 | .. |

TONNAGE SCALE—(*contd.*)

| Articles. | Cwt. per Ton Net. | Cubic Feet per Ton. |
|---|---|---|
| Coir Yarn and Fibre, in bales .. | .. | 50 |
| Do. in bundles and dholls .. .. | 10 | .. |
| Copra, in bags .. .. .. .. | 12 | .. |
| Coriander Seed .. .. .. .. | 20 | .. |
| Corundum .. .. .. .. | 20 | .. |
| Cotton in bales .. .. .. .. | .. | 50 |
| Cotton Piece-goods .. .. .. | .. | 50 |
| Cotton Yarn .. .. .. .. | .. | 50 |
| Cotton Seed .. .. .. .. | 20 | .. |
| Cow and Goat Hair, in bales .. .. | .. | 50 |
| Cowries .. .. .. .. .. | 20 | .. |
| Cutch bags .. .. .. .. | 17 | .. |
| Divi-divi .. .. .. .. | 20 | .. |
| Dhall .. .. .. .. .. | 20 | .. |
| Elephants' Teeth, in cases .. .. | .. | 50 |
| Fenugreek Seed .. .. .. .. | 20 | .. |
| Ginger in bags .. .. .. .. | 12 | .. |
| Do. in cases .. .. .. .. | .. | 50 |
| Gingelly Seed .. .. .. .. | 20 | .. |
| Gram .. .. .. .. .. | 20 | .. |
| Ground Nuts kernels .. .. .. | 20 | .. |
| Do. unshelled .. .. .. | 20 | .. |
| Gum, in cases .. .. .. | .. | 50 |
| Gum, in bags .. .. .. .. | 20 | .. |
| Gunny Bags, in bales .. .. .. | .. | 50 |
| Do. Cloth .. .. .. .. | .. | 50 |
| Hemp, in bales .. .. .. .. | .. | 50 |
| Hides, Tanned and Dry .. .. .. | .. | 50 |
| Hides, Fleshings and Cuttings, in bales .. | .. | 50 |
| Hoofs, Horn Shavings, and Tips .. | 20 | .. |
| Horns, Cow, and Buffalo and Deer .. | 20 | .. |
| Indigo .. .. .. .. .. | .. | 50 |
| Jute, in bales .. .. .. .. | .. | 50 |
| Lac Dye .. .. .. .. .. | .. | 50 |
| Leather, in bales .. .. .. .. | 20 | .. |
| Linseed .. .. .. .. .. | 20 | .. |
| Mace, in cases .. .. .. .. | .. | 50 |

TONNAGE SCALE—(*contd.*)

| Articles. | Cwt. per Ton Net. | Cubic Feet per Ton. |
|---|---|---|
| Machinery .. .. .. .. .. | 20* | or 50* |
| Magnesite, in bulk or bags .. .. | 20 | .. |
| Metals .. .. .. .. .. | 20 | .. |
| Mica, Talc and Mica splittings, in cases.. | .. | 50 |
| Mica waste, in bags .. .. .. | 20 | .. |
| Molasses .. .. .. .. .. | 20 | .. |
| Motor Car .. .. .. .. | .. | 50 |
| Mowra Seed .. .. .. .. | 20 | .. |
| Mustard Seed .. .. .. .. | 20 | .. |
| Myrabollams .. .. .. .. | 20 | .. |
| Niger Seed .. .. .. .. .. | 20 | .. |
| Nutmegs, in cases .. .. .. | .. | 50 |
| Nux Vomica .. .. .. .. | 20 | .. |
| Oats.. .. .. .. .. .. | 20 | .. |
| Oils, (Vegetable), in cases .. .. | 20* | or 50* |
| Do. do. in casks .. .. | 20 | .. |
| Oil (essential) .. .. .. .. | ad valorem. | |
| Ore, all descriptions .. .. .. | 20 | .. |
| Paddy, in bags .. .. .. .. | 20 | .. |
| Palmyra Fibre, in bales.. .. .. | .. | 50 |
| Do. in ballots or bundles .. .. | 10 | .. |
| Peas.. .. .. .. .. .. | 20 | .. |
| Pepper, in bags .. .. .. .. | 16 | .. |
| Planks and Deals .. .. .. .. | .. | 50 |
| Poonac .. .. .. .. .. | 20 | .. |
| Poppy Seed .. .. .. .. | 20 | .. |
| Rape Seed .. .. .. .. .. | 20 | .. |
| Raw Silk, in bales .. .. .. | .. | 50 |
| Redwood (for Dunnage) .. .. .. | 20 | .. |
| Rhea, Fibre, in bales .. .. .. | .. | 50 |
| Rice, in bags .. .. .. .. | 20 | .. |
| Ricemeal .. .. .. .. | 20 | .. |
| Roping, coir and other kinds, in coils .. | .. | 50 |
| Rubber, in cases .. .. .. .. | .. | 50 |
| Do. scrap in bags .. .. .. | 20 | .. |
| Rum, in casks .. .. .. .. | 20 | .. |

* At steamer's option.

TONNAGE SCALE—(*contd.*)

| Articles. | Cwt. per Ton Net. | Cubic Feet per Ton. |
|---|---|---|
| Safflower Seed .. .. .. .. | 20 | .. |
| Sago, in cases .. .. .. .. | 20 | 50 |
| Do. in bags .. .. .. .. | 20 | .. |
| Saltpetre .. .. .. .. .. | 20 | .. |
| Salt .. .. .. .. .. | 16 | .. |
| Sharks' Fins .. .. .. .. | .. | .. |
| Seed and Stick Lac, in cases .. .. | 16 | 50 |
| Do. in bags .. .. .. .. | .. | .. |
| Senna, in bales .. .. .. .. | 20 | 50 |
| Shells, in bags .. .. .. .. | .. | .. |
| Shell Lac, in cases .. .. .. | 16 | 50 |
| Do. in bags .. .. .. | .. | .. |
| Silk Piece-goods .. .. .. .. | .. | 50 |
| Do. Waste .. .. .. .. | .. | 50 |
| Skins, tanned and dry .. .. .. | .. | 50 |
| Do. wet, salted and pickled, in casks | .. | 50 |
| Soap, country, in cases .. .. .. | 20 | 50 |
| Sugar, and Jaggery, in bags .. .. | 20 | .. |
| Tamarind, in cases and casks .. .. | 20 | .. |
| Do. in bundles .. .. .. | .. | .. |
| Tapioca .. .. .. .. .. | .. | 50 |
| Tea .. .. .. .. .. | 20 | 50 |
| Timber .. .. .. .. .. | * | or 50* |
| Tobacco, in bales .. .. .. .. | .. | 50 |
| Tortoise shell, in cases .. .. .. | .. | 50 |
| Turmeric, in bags .. .. .. .. | 16 | .. |
| Wool, in bales .. .. .. .. | .. | 50 |
| Woollen Cuttings .. .. .. | .. | 50 |
| Silver Plate and valuable cargo .. | ad valorem | |
| All other articles not enumerated .. | 20* | or 50* |

* At steamer's option.

*Note.*—When cargo is measured prior to shipment, Callipers should be used for measuring; and the Rope or Iron Hoop on the one side of the package should be taken in, and left out on the other side. Half inches should be given and taken alternatively. The Callipers should be laid on the package to be measured and the sliding arm pressed lightly, *i.e.*, without using force, against the side of the package.

## Karachi Chamber of Commerce.

### Tonnage Scale.

1. The Karachi Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight except in the case of salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

The dead weight ton of 2,240 lbs. shall be considered as the equivalent of 1016 kilos.

3. The freight on oil to be paid on the full gauge of the cask ascertained at the port of discharge.

4. When freight is payable on weight the same is to be on the net weight delivered.

5. When cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the ship shall be entitled to proportionate extra freight, but in no case shall be compelled to take bales larger than 14 feet.

| Articles. | Steamers. | Ships. |
|---|---|---|
| | To the Ton. | To the Ton. |
| Aloes, in kegs .. .. .. | 40 feet. | 16 cwt. |
| Alum, in bags .. .. .. | 16 cwt. | 20 ,, |
| Annato, in cases .. .. .. | 40 feet | 50 feet. |
| Apparel .. .. .. | 40 ,, | 50 ,, |
| Arrowroot, in cases .. .. .. | 40 ,, | 50 ,, |
| Asafœtida, in cases .. .. .. | 40 ,, | 50 ,, |
| Bajree, in bags .. .. .. | 18 cwt. | 20 cwt. |
| Barilla .. .. .. | 16 ,, | 20 ,, |
| Barley, in bags .. .. .. | 15 ,, | 18 ,, |
| Bees' wax, in bags .. .. .. | 40 ,, | 50 feet |

TONNAGE SCALE—(*contd.*)

| Articles. | Steamers. | Ships. |
|---|---|---|
| | To the Ton. | To the Ton. |
| Betelnut, in bags .. .. .. | 13 cwt. | 16 cwt. |
| Blackwood, in straight square logs .. | 40 feet | 50 feet |
| Do. otherwise .. .. .. | 16 cwt. | 10 cwt. |
| Bone-meal and Bone dust .. .. | 20 „ | 20 „ |
| *Bones, crushed, in bags (as per standards preserved by the Chamber) .. .. .. | 15 „<br>17 „<br>18 „ | 20 cwt. |
| Bones, loose .. .. .. | 8 „ | 10 „ |
| Books .. .. .. | 40 feet | 50 feet |
| Box, in cases .. .. .. | 40 „ | 50 „ |
| Do. in bags .. .. .. | 16 cwt. | 20 cwt. |
| †Bran, in bags (pressed) .. .. | 10 „ | .. |
| Bran, in bags (unpressed) .. .. | 9 „ | .. |
| Buffalo horns, in bundles .. .. | 6 „ | 8 cwt. |
| Bullion .. .. .. | per cent. | per cent. |
| Camphor, in cases .. .. .. | 40 feet | 50 feet |
| Canes or Rattans, in bundles .. .. | 13 cwt. | 16 cwt. |
| Cardamoms, in bundles .. .. | 40 feet | 50 feet |
| Cassia Lignea, Fistula and Buds .. | 40 „ | 50 „ |
| Chasum .. .. .. | 8 cwt. | 10 cwt. |
| China Root, in cases .. .. .. | 40 feet | 50 feet |
| Cigars .. .. .. | 40 „ | 50 „ |
| Cinnamon, in bales .. .. .. | .... | 6 cwt. |
| Do. in cases .. .. .. | 40 feet | 50 feet |
| Cloves, in cases .. .. .. | 40 „ | 50 „ |
| Do. in bags or frazils .. .. | 8 cwt. | 10 cwt. |
| Coal .. .. .. | 20 „ | 20 „ |
| Cocoa, in bags .. .. .. | 10 „ | 12 „ |
| Cocculus Indicus, in bags .. .. | 13 „ | 16 „ |
| Coffee, in cases .. .. .. | 40 feet | 50 feet |
| Coffee, in bags or frazils .. .. | 12 cwt. | 15 cwt. |
| Coir, in bales .. .. .. | 40 feet | 60 feet |

* The scale for grades differing from the standards to be settled by private arrangement between shippers and Steamer Agents. Any disputes between them to be referred to, and decided by, the Committee of the Chamber.

† Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½ × 25 inches.

TONNAGE SCALE—(*contd.*)

| Articles. | Steamers. | Ships. |
|---|---|---|
| | To the Ton. | To the Ton. |
| Coir, in bundles or loose .. .. | 5 cwt. | 6 cwt. |
| Do. rope in coils .. .. .. | 40 ,, | 8 ,, |
| Colocynth, in cases .. .. .. | 40 feet | 50 feet |
| Colombo Root, in bags .. .. .. | 8 cwt. | 14 cwt. |
| Copra, in robbins .. .. .. | 8 ,, | 12 ,, |
| Do. in bags .. .. .. | .. | 12 ,, |
| Do. cut, in bags .. .. .. | 11 cwt. | .. |
| Coral, rough (not specimens), in bags . | 16 ,, | 20 cwt. |
| Cotton Seed .. .. .. | 13 ,, | 14 ,, |
| Cotton, in bales .. .. .. | 40 feet | 50 feet |
| Cowries, in cases .. .. .. | 40 ,, | 50 ,, |
| Do. in bags .. .. .. | 16 cwt. | 20 cwt. |
| Cubebs .. .. .. .. | 10 ,, | 12 ,, |
| Cummin Seed, in cases .. .. .. | 40 feet | 50 feet |
| Cutch or Terra Japonica, in bags or baskets, unscrewed .. .. .. | 13 cwt. | 16 cwt. |
| *Cylindrical Packages, Rolls, &c. .. | 40 feet | .. |
| Dates, wet .. .. .. .. | 16 cwt. | 20 cwt. |
| Do. dry .. .. .. .. | 13 ,, | 16 ,, |
| Dhall, crushed or split, in bags .. | 17 ,, | 20 ,, |
| Dragons' Blood, in cases .. .. | 40 feet | 50 feet |
| Ebony, square and straight .. .. | 40 ,, | 50 ,, |
| Do. otherwise .. .. .. | 16 cwt. | 20 cwt. |
| Elephants' Teeth, in cases .. .. | 40 feet | 50 feet |
| Do. in bundles .. .. .. | 14 cwt. | 18 cwt. |
| Do. loose .. .. .. | 16 ,, | 20 ,, |
| Fennel Seed .. .. .. .. | 10 ,, | .. |
| Fenugreek or Methey Seed .. .. | 17 ,, | .. |
| Fish Manure (as per sample lodged with the Chamber) .. .. .. | 9 ,, | .. |
| Fishmaws (or Isinglass), in cases .. | 40 feet | .. |
| Flour .. .. .. .. | 18 cwt. | .. |
| Flour middlings or sharps, in bags .. | 14 ,, | .. |

* On and after 1st March 1903, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, &c., *viz.*, that the square of the diameter be multiplied by the length and one-fifth be deducted from the product.

TONNAGE SCALE—*(contd.*

| Articles. | Steamers. | Ships. |
|---|---|---|
| | To the Ton. | To the Ton. |
| Furniture .. .. .. .. | 40 feet | 50 feet |
| Galingals .. .. .. .. | 10 cwt. | 12 cwt. |
| Galls, in bags .. .. .. .. | 13 ,, | 16 ,, |
| Do. in cases .. .. .. .. | 40 feet | 50 feet |
| Ghee, in dubbas or casks .. .. | 40 ,, | 15 cwt. |
| Ginger, dry, in cases .. .. .. | 40 ,, | 50 feet |
| Do. in bags .. .. .. | 10 cwt. | 12 cwt. |
| Gram .. .. .. .. | 17 ,, | 20 ,, |
| Groundnuts, shelled .. .. .. | 13 ,, | 16 ,, |
| Do. unshelled .. .. | 6 ,, | 8 ,, |
| Gums, of all kinds, in cases .. .. | 40 feet | 50 feet |
| Gum, Olibanum, in bags .. .. | 13 cwt. | 16 cwt. |
| Hurtall, in cases .. .. .. | 40 feet | 50 feet |
| Hemp, in screwed bales .. .. | 40 ,, | 50 ,, |
| Do. loose or in bundles .. .. | 5 cwt. | 7 cwt. |
| Hides and Skins, in screwed bales | 40 feet | 50 feet |
| Do. loose, and in small bundles .. .. .. .. | 40 ,, | 12 ,, |
| Horns, Buffalo and Cow, loose .. | 13 cwt. | 16 cwt. |
| Do. Deer, loose .. .. .. | 6 ,, | 8 ,, |
| Horn tips, of any kind, and hoofs .. | 13 ,, | 16 ,, |
| Indigo, in cases .. .. .. | 40 feet | 50 feet |
| Iron or Steel Rails .. .. .. | 20 cwt. | .. |
| Iron, old or scrap .. .. .. | 20 ,, | .. |
| Jackwood .. .. .. .. | 40 feet | 50 feet |
| Jaggery .. .. .. .. .. | 18 cwt. | .. |
| Jowari, in bags .. .. .. .. | 18 ,, | 20 cwt. |
| Lac Dye, in shells or cases .. .. | 40 feet | 50 feet |
| Lac (seed), in bags .. .. .. | 13 cwt. | .. |
| Lang, in bags .. .. .. .. | 18 ,, | 20 cwt. |
| Lang, crushed, in bags .. .. .. | 17 ,, | 20 ,, |
| Lentils .. .. .. .. .. | 20 ,, | 20 ,, |
| Linseed, in bags .. .. .. | 16 ,, | 18 ,, |
| Mace, in cases .. .. .. .. | 40 feet | 50 feet |
| Maize, in bags .. .. .. .. | 17 cwt. | 20 cwt. |
| Mother-o'-Pearl, in cases .. .. | 40 feet | 50 feet |
| Do. in bags .. .. | 16 cwt. | 20 cwt. |

TONNAGE SCALE—(*contd.*)

| Articles. | Steamers. | Ships. |
|---|---|---|
| | To the Ton. | To the Ton. |
| Mowra Flowers .. .. .. | 18 cwt. | 20 cwt. |
| Do. Seed, in bags .. .. .. | 13 ,, | 16 ,, |
| Munjeet or Madder Root, in cases or bales .. .. .. | 40 feet | 50 feet |
| Do. do. in bundles or bags .. | 8 cwt. | 12 cwt. |
| Musk, in cases .. .. .. .. | 40 feet | 50 feet |
| Mussoor, in bags .. .. .. | 20 cwt. | 20 cwt. |
| Mutter .. .. .. .. .. | 18 ,, | 20 ,, |
| Myrabollams, in bags .. .. .. | 13 ,, | 16 ,, |
| Niger Seed .. .. .. .. | 14 ,, | 17 ,, |
| Nutmegs, in cases .. .. .. | 40 feet | 50 feet |
| Nux Vomica, in cases .. .. | 40 ,, | 50 ,, |
| Do. in bags .. .. .. | 13 cwt. | 16 cwt. |
| Oil, of any kind, in cases .. .. | 40 feet | 210 Impl. gals. |
| Oil-cake, in cakes or lumps, in bags . | 16 cwt. | .. |
| Oil, cocoanut .. .. .. .. | 11 ,, | .. |
| Oil seeds— | | |
| Castor Seed .. .. .. .. | 14 ,, | 17 cwt. |
| Teel or Gingelly Seed .. .. | 15 ,, | .. |
| Rape Seed, Sita, Jamba and other kinds .. .. .. .. | 16 ,, | .. |
| Mustard Seed .. .. .. | 16 ,, | .. |
| Khorassan .. .. .. .. | 16 ,, | .. |
| Opium .. .. .. .. .. | per chest | per chest |
| Ore of all descriptions, loose or in bags | 20 cwt. | 20 cwt. |
| Paddy, in bags .. .. .. .. | 13 ,, | 16 ,, |
| Pepper, in bags .. .. .. | 13 ,, | 16 ,, |
| Pimento .. .. .. .. .. | 12 ,, | 14 ,, |
| Plumbago, in bags .. .. .. | 16 ,, | 20 ,, |
| Poppy Seed, in double bags (1½ cwt.).. | 13 ,, | 16 ,, |
| Do. in single bags (1¼ cwt.).. | 14 ,, | 17 ,, |
| Do. in double bags (1¼ cwt.). | 14 ,, | 17 ,, |
| Do. in bags (1½ cwt.) .. | 14 ,, | 17 ,, |
| Rails, iron or steel .. .. .. | 20 ,, | .. |
| Rattans, in bundles .. .. .. | 13 ,, | 16 cwt. |
| Do. Ground .. .. .. | 13 ,, | 16 ,, |

TONNAGE SCALE—(*contd.*)

| Articles. | Steamers. | Ships. |
|---|---|---|
| | To the Ton. | To the Ton. |
| Red Wood .. .. .. .. | 13 cwt. | 16 cwt. |
| Rhubarb, in cases .. .. .. | 40 feet | 50 feet |
| Rice, in bags .. .. .. .. | 18 cwt. | 20 cwt. |
| Safflower, in cases .. .. .. | 40 feet | 50 feet |
| Do. in screwed bales .. .. | 40 „ | 50 „ |
| Do. in bags .. .. .. | 8 cwt. | 10 cwt. |
| Safflower seed (kurdai seed or kasumba) .. .. .. .. .. | 13 „ | .. |
| Sago, in cases .. .. .. .. | 40 feet | 50 feet |
| Sal Ammoniac, in cases .. .. | 40 „ | 50 „ |
| Do. in bags .. .. | 15 cwt. | 18 cwt. |
| Salt .. .. .. .. .. | 28 Indian maunds of 82-2-7lbs. | 28 Indian maunds of 82-2-7 lbs. |
| Salt Fish .. .. .. .. | 14 cwt. | 14 cwt. |
| Saltpetre .. .. .. .. | 20 „ | 20 „ |
| Sandal and Sapan-wood .. .. | 11 „ | 16 „ |
| Sealing Wax, in cases .. .. .. | 40 feet | 50 feet |
| Senna, in bags .. .. .. .. | 5 cwt. | 6 cwt. |
| Do. in bales .. .. .. | 40 feet | 50 feet |
| Shells, rough, in bags .. .. .. | 16 cwt. | 20 cwt. |
| Silk, in bales .. .. .. .. | 8 „ | 10 „ |
| Do. in cases .. .. .. .. | 40 feet | 50 feet |
| Soap, in cases .. .. .. .. | 40 „ | 50 „ |
| Sugar, in bags .. .. .. .. | 19 cwt. | 20 cwt. |
| Talc .. .. .. .. .. | 16 „ | 20 „ |
| Tallow .. .. .. .. .. | 40 feet | 50 feet |
| Tamarind .. .. .. .. | 15 cwt. | 18 cwt. |
| Tanned Skins, in bundles .. .. | 8 „ | 10 „ |
| Do. in pressed bales .. | 40 feet | .. |
| Tea, in chests .. .. .. .. | 40 „ | 50 feet |
| Timber, Teak: Square Planks and Poon .. .. .. .. .. | 40 „ | 50 „ |
| Timber, Teak: round (one-fifth off) .. | .. | .. |
| Tobacco, in bales .. .. .. | 40 feet | 50 feet |
| Tortoise Shells, in chests .. .. | 40 „ | 50 „ |
| Turmeric, in bags .. .. .. | 11 cwt. | 13 cwt. |

TONNAGE SCALE—*(contd.)*

| Articles. | Steamers. | Ships. |
|---|---|---|
| | To the Ton. | To the Ton. |
| Tutenague .. .. .. .. | 16 cwt. | 20 cwt. |
| Unrated Wood .. .. .. .. | 11 ,, | 14 ,, |
| Whanghese (*vide* Canes) .. .. | 13 ,, | 16 ,, |
| Wheat .. .. .. .. .. | 18 ,, | 20 ,, |
| White peas .. .. .. .. | 18 ,, | 20 ,, |
| Wines and Spirits, in casks .. .. | 40 feet | 50 feet |
| Do. in cases .. .. | 40 ,, | 50 ,, |
| Wool, in screwed bales .. .. | 40 ,, | 50 ,, |
| Zedory .. .. .. .. .. | 16 cwt. | 20 cwt. |

TONNAGE SCHEDULE FOR THE PORT OF RANGOON.

| Articles. | Cwt. per ton net. | Cubic feet per ton. |
|---|---|---|
| Apparel, in cases | .. | 40 |
| Arrowsoot, in cases | .. | 50 |
| Bark | 20 | .. |
| Beans | 20 | .. |
| Bees' Wax | 20 gross | .. |
| Betelnut | 20 | .. |
| Books | .. | 50 |
| Bones, loose, and Bone-meal | 20 | .. |
| Bottles (empty) | .. | 40 |
| Bran | 20 | .. |
| Brimstone | 20 | .. |
| Bullion | at per cent. | .. |
| Cake lac, in bags | 16 | .. |
| Camphor, in cases | .. | 50 |
| Cardamoms, in boxes | 8 | .. |
| Castor seed | 15 | .. |
| Chillies, in bags | 8 | .. |
| China root, in bags | 11 | .. |
| Chiretta, in bales | 16 | .. |
| Cigars | .. | 50 |
| Cloves, in bags | 8 | .. |
| Coal | 16 | .. |
| Cochineal | 20 | 50 |
| Coffee, in bags | .. | .. |
| Coffee, in barrels | 12 | .. |
| Coin loose | 18 | .. |
| Coir bundles | 10 | .. |
| Copra, in bags | 14 | .. |
| Cotton seed | 15 | .. |
| Cotton seed cake | 20 gross | .. |
| Cotton seed oil | 20 | .. |
| Cotton in bales | .. | 50 |
| Curios | .. | 40 |
| Cutch, in bags | 16 | .. |

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—(*contd.*)

| Articles. | Cwt. per ton net. | Cubic feet per ton. |
|---|---|---|
| Catch, in boxes .. .. .. | 20 gross | .. |
| Dhull, in bags .. .. .. .. | 20 | .. |
| Elephant teeth, in bulk .. .. | 20 | .. |
| Elephant teeth, in cases .. .. | .. | 50 |
| Flour, in bags .. .. .. .. | 20 | .. |
| Furniture .. .. .. .. | .. | 50 |
| Garlic and Onions .. .. .. | 12 | .. |
| Ginger, in bags .. .. .. .. | 16 | .. |
| Gram, in bags .. .. .. | 20 | .. |
| Guano, in bags .. .. .. .. | 16 | .. |
| Gum, in cases .. .. .. .. | .. | 50 |
| Gunny bags and cloth .. .. .. | .. | 50 |
| Ganja .. .. .. .. .. | .. | 50 |
| Hemp, in bales .. .. .. .. | .. | 50 |
| Hides, Buffalo or Cow .. .. .. | 16 | .. |
| Horns, Buffalo or Cow .. .. | 20 | .. |
| India-rubber, in bags .. .. .. | 20 | .. |
| Iron .. .. .. .. .. | 20 | .. |
| Jute .. .. .. .. .. | .. | 50 |
| Lac-dye .. .. .. .. .. | .. | 50 |
| Linseed .. .. .. .. .. | 20 | .. |
| Machinery .. .. .. .. | 20 | .. |
| Maize .. .. .. .. .. | 20 | .. |
| Metals .. .. .. .. .. | 20 | .. |
| Millets .. .. .. .. .. | 20 | .. |
| Molasses .. .. .. .. .. | 2 pun. or 4 hhd. | .. |
| Mustard or Rapeseed .. .. .. | 20 | .. |
| Nutmegs, in casks .. .. .. | .. | 50 |
| Oats .. .. .. .. .. | 16 | .. |
| Oil, in cases .. .. .. .. | .. | 50 |
| Oil, in casks .. .. .. .. | 4 hhds. | .. |
| Oil-seed cake .. .. .. .. | 20 | .. |
| Orchids .. .. .. .. | 16 | 40 |
| Paddy .. .. .. .. .. | 20 | .. |
| Paraffine wax, in cases .. .. | 20 | .. |
| Peas .. .. .. .. .. | .. | .. |
| Planks and deals .. .. .. | .. | 50 |

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—(*concld.*)

| Articles. | Cwt. per ton net. | Cubic feet per ton. |
|---|---|---|
| Private effect .. .. .. .. | .. | 40 |
| Rags .. .. .. .. .. | .. | 50 |
| Raw silk, in bales .. .. .. | .. | 50 |
| Rattans for dunnage .. .. .. | 20 | .. |
| Rice, in bags .. .. .. .. | 20 | .. |
| Rice meal and Rice flour .. .. | 20 | .. |
| Rope, in coils .. .. .. .. | .. | 50 |
| Rope, in bundles .. .. .. | 16 | .. |
| Rum, in casks .. .. .. .. | 2 puncheons | .. |
| Sago, in cases .. .. .. .. | .. | 50 |
| Saltpetre .. .. .. .. | 20 | .. |
| Salt .. .. .. .. .. | 20 | .. |
| Seedlac, in cases .. .. .. | .. | 50 |
| Shells, rough, in bags .. .. .. | 20 | .. |
| Shellac, in cases .. .. .. .. | .. | 50 |
| Silk, in cases .. .. .. .. | .. | 50 |
| Silk piece-goods .. .. .. | .. | 50 |
| Silk (waste) .. .. .. .. | .. | 50 |
| Soap, country, in cases .. .. | .. | 50 |
| Sticklac, in bags .. .. .. | 16 | .. |
| Sugar, in bags .. .. .. .. | 20 | .. |
| Tallow, in casks .. .. .. .. | 20 | .. |
| Tamarind, in casks .. .. .. | 20 | .. |
| Tea in chest .. .. .. .. | .. | 50 |
| Timber (Padouk) .. .. .. | .. | 50 |
| Timber (Pinkadoe) .. .. .. | .. | 50 |
| Timber (Teak in round or square logs, scantlings) .. .. | .. | 50 |
| Til seed .. .. .. .. .. | 20 | .. |
| Tobacco, in bales .. .. .. | .. | 50 |
| Wheat .. .. .. .. .. | 20 | .. |
| Wool .. .. .. .. .. | .. | 50 |

## Schedule of Commission Charges.

AUTHORIZED BY THE BURMA CHAMBER OF COMMERCE.

| | | |
|---|---|---|
| 1. | On the sale, purchase, or shipment of Bullion, Gold Dust or Coin .. .. .. .. | 1 per cent. |
| 2. | On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones or Jewellery.. .. .. | 2½ „ |
| 3. | On purchasing ditto, when funds are provided by the Agent .. .. .. .. | 5 „ |
| 4. | On the sale or purchase of all other goods, the commission in all cases to be charged upon the gross amount of sales, and in regard to purchase upon both cost and charges | 5 |
| 5. | On returns for consignments, if made in produce .. .. .. .. .. | 2½ |
| 6. | On returns of consignments, if in Bills, Bullion or Treasure .. .. .. .. | 1 |
| 7. | On accepting bills against consignments .. | 1 |
| 8. | On the sale or purchase of Ships, Factories, Houses, Lands, and all Property of a like description .. .. .. .. | 2½ |
| 9. | On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon, or otherwise, which shall afterwards be withdrawn, and on goods consigned for conditional delivery to others and so delivered on invoice amount at 2*s.* per Rupee .. .. | half com. |
| 10. | On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent. .. .. .. .. .. .. | 2½ per cent. |
| 11. | On ordering, or receiving and delivering goods, superintending the fulfilment of contracts, or on the shipment of goods, where no other commission is derived.. .. .. .. | 2½ |

12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates or to Government for the disbursement of public money .. .. 2½ per cent.
13. On *del-credere*, or guaranteeing the due or realisation of sales .. .. .. .. 2½
14. On the management of Estates for Executors or Administrators .. .. .. .. 2½
15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading .. .. .. .. 2½
16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agents' hand or not .. .. .. .. 2½
17. On procuring freight, for a ship by shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captain or Charterers of a vessel, upon the gross amount of freight brokerage inclusive .. .. .. .. 5
18. On engaging of Asiatic emigrants for a ship to the Mauritius, the West Indies, or elsewhere upon the gross amount of earnings .. 5
19. On engaging troops for a ship, to Great Britain or elsewhere, on the gross amount of passage money for rank and file .. .. .. 2½
20. On realising inwards freight, inward troop, emigrant, or cabin passage money .. .. 2½
21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods for any such vessels, acting as Agents for the Master on behalf of all concerned, on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold .. .. .. 5

| | | |
|---|---|---|
| | If Opium, Indigo, Raw Silk or Silk Piece-goods .. .. .. | 2½ per cent. |
| | If Treasure, Precious Stones or Jewellery .. .. .. .. .. .. | 1 |
| | If a cargo loaded in Burma, consisting of Rice or Timber or Cutch .. .. .. | 2½ |
| 22. | On effecting Insurance, whether on lives or property .. .. .. .. | 2½ |
| 23. | On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium .. .. .. .. | 2½ |
| 24. | On drawing, purchasing, selling or negotiating Bills of Exchange .. .. .. .. | 1 |
| 25. | On debts or other claims when a process-at-law or arbitration is incurred in claiming them.. | 2½ |
| | Or if recovered by such means .. .. | 5 |
| 26. | On Bills of Exchange returned dishonoured .. | 1 |
| 27. | On collecting house-rent .. .. .. | 2½ |
| 28. | On ship's disbursements .. .. .. | 2½ |
| 29. | On realising Bottomry Bonds, or negotiating any loan on *respondentia* .. .. .. | 2½ |
| 30. | On granting Letters of Credit .. .. .. | 1 |
| 31. | On sale or purchase of Government Stocks, and Banks or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another .. | ½ |
| 32. | On delivering up Government Stocks and Banks or other Joint Stock Shares on the market value .. .. .. .. | ½ |
| 33. | On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged .. .. .. | ½ |

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| 320 | 0 | 0 | 30 | 0 | 0 | 1 | 8 | 0 | 8 | 0 | 0 | 0 | 12 | 0 | Mail. |
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| 360 | 0 | 0 | 32 | 0 | 0 | 1 | 12 | 0 | 8 | 0 | 0 | 0 | 12 | 0 | Mail. |
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| 325 | 0 | 0 | 30 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | |
| 325 | 0 | 0 | 30 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | |
| 40 | 0 | 0 | 4 | 0 | 0 | 1 | 8 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | |
| 96 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | |
| 40 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | |
| 36 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | |
| 84 | 0 | 0 | 10 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | |
| 16 | 0 | 0 | .. | | | 8 | 0 | 0 | 0 | 1 | 0 | .. | | | |
| | | | .. | | | 5 | 0 | 0 | .. | | | 0 | 2 | 0 | Mail. |
| | | | | | | | | | | | | 0 | 1 | 0 | Inland. |
| | | | .. | | | | | | | | | 0 | 1 | 0 | Mail. |
| | | | .. | | | 0 | 8 | 0 | .. | | | 0 | 0 | 6 | Inland. |
| | | | .. | | | 15 | 0 | 0 | .. | | | 3 | 0 | 0 | Mail. |
| | | | | | | | | | | | | 1 | 8 | 0 | Inland. |
| | | | .. | | | | | | | | | 1 | 8 | 0 | Mail. |
| | | | .. | | | 5 | 0 | 0 | .. | | | 1 | 0 | 0 | Inland. |
| | | | .. | | | | | | | | | 0 | 8 | 0 | Mail. |
| | | | .. | | | 5 | 0 | 0 | .. | | | 0 | 4 | 0 | Inland. |

# BOMBAY.—Public Holidays.—1930.

The following holidays are declared by His Excellency the Governor in Council to be public holidays under Section 25 of Act XXVI of 1881, entitled "The Negotiable Instruments Act," including New Year's Day (1st January), Good Friday (18th April), and Christmas Day (25th December), which are already notified as holidays under the above Section:—

| | | | |
|---|---|---|---|
| New Year .. | ..1st January | ..Wednesday | ..1 day. |
| Maha Shivratri .. | ..26th Feb. | ..Wednesday | ..1 ,, |
| Ramzan-Id .. | ..3rd March | ..Monday | ..1 ,, |
| Holi (2nd day) .. | ..15th March | ..Saturday | ..1 ,, |
| Jamshedi Navroz .. | ..21st March | ..Friday | ..1 ,, |
| Ramnavami .. | .. 7th April | ..Monday | ..1 ,, |
| Easter .. .. | ..18th, 19th & 21st Apl. | Fri., Sat. & Mon. | 3 days. |
| Bakri-Id .. .. | ..10th May | ..Saturday | ..1 day. |
| Birthday of His Majesty the King-Emperor | ..(Such day as may be fixed by the Governor General in Council) .. | | ...1 ,, |
| Barawafat.. .. | .. 8th August | ..Friday | ..1 ,, |
| Cocoanut Day .. | .. 9th August | ..Saturday | ..1 ,, |
| Ganesh Chaturthi & Samvatsari .. | ..27th August | ..Wednesday. | 1 ,, |
| Parsi New Year (2nd day). | 8th Sept. | ..Monday | ..1 ,, |
| Khordad Sal .. | ..13th Sept. | ..Saturday | ..1 ,, |
| Dassera .. .. | ..2nd October | ..Thursday | ..1 ,, |
| Divali .. .. | ..20th, 21st & 22nd Oct. | Mon., Tues. & Wed. | 3 days. |
| Christmas .. .. | ..24th, 25th & 26th Dec. | Wed., Thurs. & Friday. | 3 ,, |
| New Year's Eve .. | ..31st December. | Wednesday | ..1 day. |

NOTES I.—(1) A day will be notified hereafter for the celebration of the Birthday of His Majesty the King-Emperor.

(2) No days are notified as holidays on account of Muharram (8th June), Zarthost-no-Diso (15th June), Gokul Ashtami (17th August) and Parsi New Year (1st day) (7th September) as these festivals fall on days which are declared to be holidays under the section referred to above.

(3) If any of the Muhammadan holidays notified above does not fall on the day notified, the Muhammadan servants of Government may be granted a sectional holiday on the day on which the holiday is actually observed in addition to a holiday on the day notified.

II. This Notification does not apply to Sind.

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## Holidays under Charter-Parties.—1930.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on 22nd July 1881, the Committee of the Chamber beg to inform the public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1930 :—

| | | | | |
|---|---|---|---|---|
| New Year .. .. | .. 1st January | ..Wednesday | ..1 | day. |
| Holi (2nd day) .. | ..15th March | ..Saturday | ..1 | ,, |
| Ramnavami .. | .. 7th April | ..Monday | ..1 | ,, |
| Good Friday .. | ..18th April | ..Friday | ..1 | ,, |
| Bakri-Id .. .. | ..10th May | ..Saturday | ..1 | ,, |
| Birthday of His Majesty the King-Emperor | (Such day as may be fixed by the Governor General in Council.) | | 1 | ,, |
| Cocoanut Day .. | 9th August | ..Saturday | ..1 | ,, |
| Ganesh Chaturthi & Samvatsari. | 27th August | ..Wednesday | ..1 | ,, |
| Dassera .. .. | ..2nd October | ..Thursday | ..1 | ,, |
| Divali .. .. | ..21st October | ..Tuesday | ..1 | ,, |
| Christmas .. .. | ..25th December. | Thursday | ..1 | ,, |

# BENGAL.—Public Holidays.—1930.

Under Section 25 of the Negotiable Instruments Act, XXVI of 1881, the Governor in Council is pleased to declare the following days to be public holidays during the year 1930 :—

| | | | |
|---|---|---|---|
| New Year's Day .. | ..1st January | ..Wednesday | ..1 day. |
| Sri Panchami .. | ..3rd February | .. Monday | ..1 ,, |
| Id-Ul-Fitr .. .. | ..3rd March | ..Monday | ..1 ,, |
| Doljatra .. .. | ..14th March | ..Friday | ..1 ,, |
| Good Friday .. | ..18th April | ..Friday | ..1 ,, |
| Easter Saturday .. | ..19th April | ..Saturday | ..1 ,, |
| Easter Monday .. | ..21st April | ..Monday | ..1 ,, |
| Id-Uz-Zuha .. | ..10th May | ..Saturday | ..1 ,, |
| Birthday of His Majesty the King-Emperor | (Such day as may be notified hereafter) | | 1 ,, |
| Dasahara .. .. | ..6th June | ..Friday | ..1 ,, |
| Muharram .. .. | .. 7th June | ..Saturday | ..1 ,, |
| Half-yearly closing of Bank's accounts | ..1st July | ..Tuesday | ..1 ,, |
| Mahalaya .. .. | ..22nd Sept. | ..Monday | ..1 ,, |
| Durga and Lakshmi Pujas. | 29th, 30th, Sept. & 1st, 2nd, 7th & 8th Oct. | Mon., Tues., Wed., Thur., Tue. & Wed. | 6 days. |
| Kali Puja .. .. | ..21st & 22nd October. | Tuesday & Wednesday. | 2 ,, |
| Jagadhatri Puja .. | ..30th October | ..Thursday | ..1 day. |
| Christmas Eve .. | ..24th December. | Wednesday | ..1 ,, |
| Christmas Day .. | ..25th December. | Thursday | ..1 ,, |
| The 1st & 2nd Days following Christmas Day. | 26th & 27th December. | Friday & Saturday | ..2 days. |
| Last Day of the Year | ..31st December. | Wednesday | ..1 day. |

(*a*) Sundays, New Year's Day, Good Friday (18th April), Christmas Day (25th December) are public holidays under the Act.

(*b*) As Chaitra Sankranti (13th April), Muharram (8th June) and Janmastami (17th August) fall in the year 1930 on Sundays, which are holidays under the Act, they are not included in the list of public holidays declared above for the year.

(*c*) The day which may be fixed for the celebration in India ..of the Birthday of His Majesty the King-Emperor of " ..India shall also be a public holiday and will be " ..notified separately in due course.

# Holidays under Charter-Parties.—1930.

The Committee of the Bengal Chamber of Commerce empowered on that behalf by the Resolution passed at a General Meeting of the Chamber held on the 5th December 1888, do hereby declare that the holidays specified below shall be the holidays during the year 1930 recognised by the Chamber under Charter-Parties and Shipping Orders, as holidays according to the custom of the port:—

| | | | |
|---|---|---|---|
| New Year's Day .. | ..1st January | ..Wednesday | ..1 day. |
| Sri Panchami .. | ..3rd February | . Monday | ..1 ,, |
| Id-Ul-Fitr .. | ..3rd March | ..Monday | ..1 ,, |
| Good Friday .. | ..18th April | ..Friday | ..1 ,, |
| Easter Saturday .. | ..19th April | ..Saturday | ..1 ,, |
| Easter Monday .. | ..21st April | ..Monday | ..1 ,, |
| Dasahara .. .. | ..6th June | ..Friday | ..1 ,, |
| Durga Puja .. | ..29th, 30th Sept. & 1st Oct. | Mon., Tue. & Wed. | 3 days. |
| Kali Puja .. .. | ..22nd October. | ..Wednesday | ...1 day. |
| Christmas Eve ... | ...24th December | ...Wednesday | ...1 ,, |
| Christmas Day and the day following ... | ...25th & 26th Dec. | Thurs. & Fri. | 2 days. |

The day which may be fixed by the Government of India for the observance of His Majesty the King-Emperor's Birthday will also be a holiday.

*N.B.*—All Sundays are holidays.

# MADRAS—Public Holidays.—1930.

Under Section 25 of the Negotiable Instruments Act (XXVI of 1881) His Excellency the Governor in Council has declared the following days to be public holidays in the year 1930:—

| | | | |
|---|---|---|---|
| New Year's Day | 1st January | Wednesday | 1 day. |
| Vaikunta Ekadesi | 11th January | Saturday | 1 „ |
| Bhogi Pandigai | 13th January | Monday | 1 „ |
| Pongal | 14th January | Tuesday | 1 „ |
| Maha Sivaratri | 26th February | Wednesday | 1 „ |
| Ramzan | 3rd March | Monday | 1 „ |
| Telugu New Year's Day | 31st March | Monday | 1 „ |
| Good Friday | 18th April | Friday | 1 „ |
| Easter | 19th & 21st April. | Saturday & Monday. | 2 days. |
| Bakri-Id | 10th May | Saturday | 1 day. |
| Empire Day | 24th May | Saturday | 1 „ |
| King-Emperor's Birthday (One day to be notified in June) | | | 1 „ |
| Meeladi Nabi | 8th August | Friday | 1 „ |
| Avani Avittam | 9th August | Saturday | 1 „ |
| Sri Jayanti | 18th August | Monday | 1 „ |
| Vinayaka Chathurthi | 27th August | Wednesday | 1 „ |
| Mahalaya Amavasai | 22nd Sept. | Monday | 1 „ |
| Ayuda Puja | 1st October | Wednesday | 1 „ |
| Deepavali | 21st October | Tuesday | 1 „ |
| Christmas | 25th, 26th, 27th 30th & 31st December | Thur., Fri., Sat., Tue. & Wed. | 5 days. |

NOTE:—No days are notified as holidays for the following as they fall on Sundays:—

Tamil New Year's Day 13th April.

Muharram (Last Day) 18th June.

CHARTER PARTY HOLIDAYS.—The holidays set out above, subject to any alteration made by Government, have been fixed by the Chamber of Commerce, Madras, as holidays under Charter Parties for the year, 1930.

# KARACHI.—Public Holidays.—1930.

The Committee of the Karachi Chamber of Commerce hereby declares that the holidays specified below shall be the holidays for the year 1930, sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments Act, 1881":—

| | | | |
|---|---|---|---|
| New Year .. .. | .. 1st January | ..Wednesday | ..1 day. |
| Maha Shivratri .. | ..26th Feb. | ..Wednesday | ..1 „ |
| Ramzan-Id .. | ..3rd March | ..Monday | ..1 „ |
| Holi .. .. | ..15th March | ..Saturday | ..1 „ |
| Jamshedi Naoroz .. | ..21st March | ..Friday | ..1 „ |
| Chetichand... ... | ...31st March | ..Monday | ..1 „ |
| Good Friday .. | ..18th April | ..Friday | ..1 „ |
| Easter ... ... | ..19th & 21st Apr. | Sat. & Mon. | ..2 days. |
| Bakri-Id ... ... | ..10th May | ...Saturday | ...1 day. |
| Birthday of His Majesty the King-Emperor. | ..(Such day as may be fixed hereafter.) | ... | ..1 „ |
| Bara Wafat ... | ... 8th August | ...Friday | ...1 „ |
| Cocoanut Day ... | ... 9th August | ...Saturday | ...1 „ |
| Ganesh Chaturthi.. | ...27th August | ...Wednesday | ...1 „ |
| Parsi New Year ... | ... 8th September | Monday | ...1 „ |
| Khordad Sal ... | ...13th Sept. | ...Saturday | ...1 „ |
| Dassara ... ... | ... 2 October | ...Thursday | ...1 „ |
| Divali ... ... | ...20th & 21st Oct. | Mon. & Tues. | 2 days. |
| Guru Nanak's Birthday | ... 6th Nov. | ...Thursday | ...1 day. |
| Christmas ... ... | ..24th, 25th & 26th Dec. | Wed., Thur. & Fri. | 3 days. |
| New Year's Eve ... | ...31st Dec. | ...Wednesday | ...1 day. |

# Holidays under Charter-Parties.—1930.

| | | | |
|---|---|---|---|
| New Year ... ... | ... 1st January | ...Wednesday | ...1 day. |
| Ramzan-Id ... | ... 3rd March | ...Monday | ...1 „ |
| Holi ... ... | ...15th March | ...Saturday | ...1 „ |
| Good Friday ... | ...18th April | ...Friday | ...1 „ |
| Bakri-Id ... ... | ...10th May | ...Saturday | ...1 „ |
| Birthday of His Majesty the King-Emperor. | ... (Such day as may be fixed hereafteer.) | | ..1 „ |
| Cocoanut Day ... | ...9th August | ...Saturday | ...1 „ |
| Divali .. ... | ...21st October | ...Tuesday | ...1 „ |
| Christmas.. ... | ...25th December | .Thursday | ...1 „ |

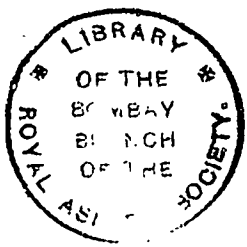
# CALENDAR FOR 1929.

| 1929. | SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|---|---|---|---|---|---|---|---|
| JAN. | .. | .. | 1 | 2 | 3 | 4 | 5 |
| | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| | 27 | 28 | 29 | 30 | 31 | .. | .. |
| FEB. | .. | .. | .. | .. | .. | 1 | 2 |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| | 24 | 25 | 26 | 27 | 28 | ... | .. |
| MAR. | .. | .. | .. | .. | .. | 1 | 2 |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| | 31 | .. | .. | .. | .. | .. | .. |
| APRIL | .. | 1 | 2 | 3 | 4 | 5 | 6 |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| | 28 | 29 | 30 | ... | .. | .. | .. |
| MAY | .. | ... | ... | 1 | 2 | 3 | 4 |
| | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| | 26 | 27 | 28 | 29 | 30 | 31 | ... |
| JUNE | .. | .. | .. | .. | .. | .. | 1 |
| | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| | 30 | .. | .. | .. | ... | .. | .. |

| 1929. | SUNDAY | MONDAY | TUESDAY | WEDNESDAY | THURSDAY | FRIDAY | SATURDAY |
|---|---|---|---|---|---|---|---|
| JULY | .. | 1 | 2 | 3 | 4 | 5 | 6 |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| | 28 | 29 | 30 | 31 | .. | .. | .. |
| AUG. | .. | .. | .. | .. | 1 | 2 | 3 |
| | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| SEPT. | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| | 29 | 30 | .. | .. | .. | .. | .. |
| OCT. | .. | .. | 1 | 2 | 3 | 4 | 5 |
| | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| | 27 | 28 | 29 | 30 | 31 | .. | .. |
| NOV. | .. | .. | .. | .. | .. | 1 | 2 |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| DEC. | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| | 29 | 30 | 31 | .. | .. | .. | |

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